

Hearings Panel
Wheels to Wings Papanui ki Waiwhetū Major Cycle
Route
SUPPLEMENTARY AGENDA

Notice of Meeting:

A Hearings Panel meeting will be held on:

Date: Wednesday 16 February 2022
Time: 9am
Venue: Council Chamber, Level 2, Civic Offices, 53 Hereford Street, Christchurch

Under the current provisions of the Covid-19 Protection Framework (the Traffic Alert system) people holding a current vaccine pass may attend the meeting in person. Attendance is also available by an audio-visual link, please request access details from samantha.kelly@ccc.govt.nz. Attendance capacity may be limited.

Panel

Chairperson	Mayor Lianne Dalziel
Members	Councillor Aaron Keown
	Councillor Mike Davidson
	Community Board Member Jason Middlemiss
	Community Board Member Emma Norrish

9 February 2022

Samantha Kelly
Team Leader Hearings and Committee Support
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www.ccc.govt.nz

Note: The reports contained within this agenda are for consideration and should not be construed as Council policy unless and until adopted. If you require further information relating to any reports, please contact the person named on the report.

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7. Resolution to Include Supplementary Reports

1. Background

- 1.1 Approval is sought to submit the following report to the Hearings Panel meeting on 16 February 2022:
 8. Tables of Submissions
- 1.2 The reason, in terms of section 46A(7) of the Local Government Official Information and Meetings Act 1987, why the report was not included on the main agenda is that it was not available at the time the agenda was prepared.
- 1.3 It is appropriate that the Hearings Panel receive the report at the current meeting.

2. Recommendation

- 2.1 That the report be received and considered at the Hearings Panel meeting on 16 February 2022.
 8. Tables of Submissions

8. Tables of Submissions

Reference Te Tohutoro: 22/75964

Report of Te Pou Matua: Samantha Kelly, Team Leader Hearings and Committee Support,
samantha.kelly@ccc.govt.nz

General Manager Lynn McClelland, Assistant Chief Executive, Strategic Policy and
Pouwhakarae: Performance, lynn.mcclelland@ccc.govt.nz

1. Purpose Te Pūtake Pūrongo













- 1.1 The purpose of this report is to provide the Hearings Panel with:
 - 1.1.1 All submissions received on the Papanui ki Waiwhetū Wheels to Wings Major Cycleway Route consultation, this includes submissions received in the further engagement process; and
- 1.2 1.1.2 A schedule of submitters who wish to speak to their submission during the hearings.

2. Officer Recommendations Ngā Tūtohu

That the Hearings Panel:

1. Accepts the written submissions, including any late submissions, received on the Papanui ki Waiwhetū Wheels to Wings Major Cycleway Route.

Attachments Ngā Tāpirihanga

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A  	Wednesday 16 February 2022 Schedule	6
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D  	Submitters - Heard	10
E  	Submissions - Unconfirmed/no longer wish to be heard	183
F 	Submissions - Not Heard Consultation 1 (<i>Under Separate Cover</i>)	
G 	Submissions - Not Heard Consultation 2 (<i>Under Separate Cover</i>)	

Time	Name	Submitter Number
9:00	Open meeting	
9:05	Opening presentation and Hearings Panel questions (1 hour)	
10:00 (5)	Colin and Shirely Fussell	38861/42135
10:05 (5)	Jack Bryant	36396
10:10 (5)	Anouk Minnaar	38820
10:15 (5)	John Allen	42033
10:20 (5)	Marianne Gunn	42177
10:25 (5)	Dee Morgan	42080
10:30	Break (15 minutes)	
10:45 (5)	Matthew Reid	38885
10:50 (10)	Murray Smith - Mitre10	38475
11:00 (5)	Phil Brady	3744
11:05 (10)	Waipapa Papanui-Innes Community Board - Simon Britten	37637
11:15 (5)	Josie & Graeme Clyde	378256
11:20	GAP	
11:25 (5)	Wendy Busby	36389
11:30 (5)	Erin Andrew	37561
11:35 (5)	Mervyn Graham	37899
11:40	Break (15 minutes)	
11:55	Ray Edwards on behalf of others to be confirmed	
12:25	Bill Greenwood and Brian Neill on behalf of others to be confirmed	
12:55	GAP	
13:00	Lunch (1 hour and 15 minutes)	
14:15 (5)	Philip Clark	38817/42741
14:20 (5)	Carole Evans Lynette Attewell	38970 and 42722 38857
14:25	GAP	
14:30	GAP	
14:35 (5)	Marilyn Wells	37115
14:40 (5)	Simon Kingham	38790
14:45 (5)	Robert Fleming	37836
14:50 (5)	Bryan Wright	37187
14:55	GAP	
15:00 (5)	Jan Reeves	37084
15:05 (5)	Angela Davies	36996
15:10 (5)	Des Duffy	37901
15:15 (5)	Murray Falconer	37656
15:20	GAP	
15:25 (5)	Craig Shirley	38361/42681
15:30	GAP	
15:35 (5)	Gerrit Venema	37698/42572
15:40 (5)	Ross Nicholas	38212
15:45	Break (15 minutes)	
16:00 (5)	Saran Varnakomala	37673

Time	Name	Submitter Number
16:05 (10)	Waimāero Fendalton-Waimairi- Harewood Community Board – Bridget Williams	38881
16:15 (5)	Dave Taiepa	38997
16:20	GAP	
16:25 (5)	Phillip Haythornthwaite	37721
16:30 (5)	Tim Armstrong	38995
16:35 (5)	Lucy Rivas	37556/42693
16:40	GAP	
16:45	GAP	
16:50 (5)	Fiona Bennetts	38959/42765

Friday 4 March 2022

Time	Name	Submitter Number
13:00	Open meeting	
13:05 (5)	Barbara Purvis	38400
13:10 (5)	Carl Fox	38468
13:15 (5)	Megan Pearce	38769
13:20 (5)	Graeme Barber	38735
13:25 (5)	Jeff Ray	37297
13:30	GAP	
13:35 (5)	Roger Turner	38405
13:40 (5)	Tushal Patel	38351
13:45 (5)	Diane Lawrence	43118
13:50 (5)	Debra August-Jordan	36991
13:55	GAP	
14:00	Break 15 mins	
14:15 (5)	Kirk Blumers	37041
14:20 (5)	John Sugrue	38891
14:25 (5)	Lynn Bray	36972
14:30(5)	Helen Hessey	36805
14:35	GAP	
14:40 (5)	Linda Mcmeeking	36423
14:45 (5)	Rangi Bootsma-Hey	37978
14:50 (5)	Yvonne Palmer	39040/42838
14:55 (5)	Graeme Smith	38999
15:00	GAP	
15:05 (5)	Brian Breen	38507
15:10 (5)	Grace Breen	Verbal submission
15:15 (5)	John Pimm	38879
15:20 (5)	Jay Nitke	37961
15:25	GAP	
15:30	Break 15 mins	
15:45 (5)	David Millar	37541
15:50 (10)	Chris Abbott - Spokes	38778/42807
16:00 (5)	Chris O'Brien	37790
16:05	GAP	
16:10 (10)	David Sidaway - Golden Age	37258
16:20 (5)	Sandy Braggs	39082/43063
16:25(5)	Annemarie and Frank Prendeville	37301/36401
16:30(5)	Craig Hastie	36371
16:35(5)	John Allen	38841

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Attachment B

Wednesday 16 March 2022

Time	Name	Submitter Number
14:30	Open meeting	
14:35 (5)	Roger Roberts	37532
14:40 (10)	Ian Wells - Venduco	37254/41895
14:50 (5)	Stewart Pittaway	36650
14:55 (5)	Shane Waldron	37560
15:00	GAP	
15:05 (5)	Audrey Jackson	38684/42657
15:10 (5)	Alan Grey	39340
15:15 (10)	Dennis Rea - Golden Age Retirement Village Residents Committee	37539
15:25	GAP	
15:30 (5)	Josh Campbell-Tie	38785/42609
15:35 (10)	Carl Shaw - Charity Hospital	38928
15:45	Break 15 minutes	
16:00	BalvantKumar Shival	37903
16:05	Philip Straver	38957
16:10	Name withheld	38956
16:15	Sally-Jane Lewington	38949
16:20	GAP	

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Attachment C

Submission Number	Feedback	First Name	Last Name	Group/Organisation
38861/42135 (Att)	<p>No feedback only attachment.</p> <p>42135 – Second Engagement Feedback</p> <p>Our major gripe has been the parking, often of large vehicles either side of our gateway which inhibits our ability to exit our property even as we "come out forward". By the time we can see round the parked vehicles our bonnet is half across the active lane that was bad enough with two lanes but by reducing it to one lane in increases the problems with:</p> <p>(a) two lanes into one increases the frequency & whereas now if we emerge from behind a parked vehicle people often will swerve into the other lane to avoid us - if there is no other lane they will hit us & WE cop the blame & have NO RECOURSE. Having a totally clean record for near on 70 years (ten of those years I drove buses full time with no accidents) I am appalled to be put in that position.</p> <p>(b) similarly if we stop to back-in I need enough room to come off the active lane, stop then back. With low profile tyres if they hit kerbs (especially on an angle) the tyres can rupture & become dangerous & the rims would likely be damaged too! In backing as you, no doubt are aware, the front of the "car swings out" as one makes a tight turn into the drive. That is highly likely to send the right front into the active lane. To avoid that it means the curbs need to be low & rounded so I can do the turn in quickly especially if I have a bus coming "at me"!</p> <p>(c) we care also about potential loss of trees too - too often they are felled when at their best & replaced with new stock which take years to mature.</p> <p>(d) as mentioned to several of your staff at the last meeting we have no aversion to a bus stop of reasonable length across our driveway - my experience tells me the buses would only be stopping for a minute or two if they had to stop at all. The current 'out stop" at the end of Crofton Road would be better placed outside our drive & it would give far better visibility for those exiting Trafford St because buses would seldom stop there & then for less than a minute or so.</p> <p>Excuse this really hurried communication but you needed an early response & we have some family health issues taking my time.</p> <p>Ironically I did mention to Donna (Copenhagen) when she approached us before they started that we were concerned with parking issues so they were fore-warned. They are delightful people & have a great business but their popularity has really caused major issues for us which have been heightened by the cycleway. In principal we are not against that but believe there were better options - like using the grass berms which most people find as a chore to keep mown at a time when no cars are parked there which we could damage from pebbles being thrown by the mower.</p> <p>So, to repeat, I gave up trying to really examine those tiny maps in your communication - & I couldn't do a click enlarge.</p> <p>I meant also to react in my earlier, most recent, hurried email to a comment made at our earlier meeting with your staff & that was to a statement made to the effect that lights at Breens Rd would create "breaks in the traffic & relieve our problem". That, frankly, was a badly flawed response in that it assumes I could "bowl on out " from my drive ASSUMING there would be a clear space for me to exit safely - WRONG!!! One cannot assume a vehicle hasn't crept into that possible traffic break, say, after they have exited Copenhagen or wherever. When I was training new recruits in bus driving, which I was regularly asked to do on the basis of my clean driving record, I insisted they never ASSUMED anything, That's tantamount to "flying blind". Frankly, I was shocked that was brought up & that it may enter Council logic. It certainly must not - we can only safely exit only in the knowledge of what we can see, by the time I creep out to ensure the way is clear that "break" could have disappeared. That is the essence of my deep concern. I would be "shot down in flames" if an accident occurred & I explained it away with that logic. A very important point worth making.</p>	Colin & Shirley	Fussell	

Submission #38861

Christchurch City Council Submission
Harewood Road Proposals.
10th March 2021

Re: Harewood Rd narrowing & cycle lane plans.

Hi there,

We submit our more comprehensive submission **to replace** our earlier submitted with regard to the proposed changes along Harewood Rd - the more we project the present problems we have & look at the intended "improvements" it horrifies us to be honest. There are far too many shortcomings beyond the effects to us personally!

Overview as to Copenhagen operations: Much of the concept has distinct merit but the effects from the popularity of Copenhagen have been ongoing for some time. Parking was never seriously considered when they sought approvals & the problems have distinctly heightened because of their well-earned popularity. Council should have seen that coming especially when, at that stage, there was an empty section next to the telephone exchange !

Regularly we have large trucks, camper vans (even fire appliances stopping for their refreshments) parked right at our gate impeding our entry & exit. Those problems have been heightened with the proposed design!

Harewood Road Traffic Impacts: The traffic on Harewood Road is dramatically increasing & the thought of exiting & entering a property at right angles to a confined traffic flow intensifies the current situation (**one lane condensed from two means fewer "breaks" in traffic flow - logical**). Emerging at right angles unexpectedly from between parked cars is highly dangerous **in the extreme** ! Imagine a bus with passengers suddenly being confronted with such a hazard in such very limited space - **THE HIGHEST DEGREE OF DANGER POSSIBLE** ! What has happened up till now as we 'nudge forward' to try to look round the parked vehicle to see any vehicle approaching on the intended parking lane they would veer into the other ; **in a one active lane situation the only option would be to immediately stop if they could or to collide!** We would technically be at fault with little defence!

A bus travelling even at a restricted speed has to consider not only direct driving consequences but also the effect on passengers from evasive action or sudden stopping ! The bus driver would be put in an extremely difficult situation the seriousness of which would be cast on the driver emerging !

Colin has been driving over 60 years without incident, accident or driving infringements & will strenuously fight to keep an impeccable record. As one who helped train new recruits for many years he can understand both sides of any argument ! He has testimonials from his old employers Christchurch Transport stating his record was "exemplary" &, proudly, he wants his licence to continue in that fashion not see it put at risk by poor traffic design now!

Health & Safety aspects: We question also Health & Safety issues – we are (rightly) forced to pay considerably more for tradespeople working on our property with scaffolding, harnesses, etc yet, as in this case, we projectively can envisage the danger to the public in a whole veritable heap of ways which deserve to be vigorously challenged. Council pays considerable amounts to work to strict Health & Safety rules – why the "double standards" here ? No doubt insurance companies would also be concerned with dangers & the wider legal implications arising from Council actions.

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Attachment D



Submission #38861

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Attachment D

The nature of this major safety issue: As it stands the vehicle exiting can only observe approaching vehicles when the driver's window is clear of the parked vehicles at which point the bonnet is half into the then ONE active lane ! The surprise to both drivers could not be translated nor could their anticipated actions be predictable but someone is likely to be seriously hurt & major damage as well ! That puts even competent, well-seasoned drivers like ourselves in a ridiculous situation. Good design doesn't put drivers at risk needlessly – YOUR problem can't simply be cast on to us !

Historic: After many years we have seen all sorts of vehicles parked close to our "drive out" - high bulky camper vans, trucks, even bulky fire trucks stopping for their meal at Copenhagen. We have already experienced the problems but **we now see the problems escalating especially when the parking restrictions outside our residence will, according to current plans, be less restricted than points closer to Copenhagen!** The only virtue with the proposition is that at least bikes are not added to the mix on-road as they are now !

Accessing our property: The question also arises as to safely entering our property

(1) Depending on the degree of the no stopping either side of the "drive line" it has to be sufficient to drive into, straighten up & then to back quickly & safely without impeding traffic in any way, shape or form. Stopping on the active lane to back **would be impossible** – traffic would stop immediately behind us & frustrate any attempt to do so !

(2) The only feasible option is for a **5 metre (minimum) no stopping area either side of our driveway line each side (see map attached)**. This will allow us to **exit** the one remaining lane quickly & safely, proceed to the space on the other side of our drive, await a traffic break & reverse into our "drive line" (refer to **mounded kerbs** that follows) to gain a better exit later. **Turning on our property would necessitate considerable time & expense in redesign with extensive concreting as well as significant garden & lawn loss. The cost (& we are both in "late years") would considerably impact on our lives & still not address or improve our exit problems as it stands !**

Parking needs to be limited outside [REDACTED] (our old family home occupied by adult son currently) & [REDACTED] **to 30 minutes** – too often, & currently, shop employees park outside all day when there is adequate parking in Trafford St, Breens Rd & beside the shops in a street with minimal traffic.

(b) **It requires any curbing (see map) to simply be LOW rounded mounds within the no stopping areas proposed either side of the "drive line"**. As one reverses, of course, there is a tendency for the front of the vehicle to "walk" out possibly, albeit partially, into the active lane arising from the reverse "on lock". The low rounded profiles would allow (1) easier & quicker backing without encroachment onto or close to the sole active lane remaining as vehicle backs & "straightens-up" for property entry, it also gives us a better ability to enter the traffic flow more safely & quickly, when exiting, to match oncoming traffic speeds. We have already found, under **current** conditions, when hastily clearing an active lane, as we have been accustomed to have to do in the present situation, high, sharp kerbs can easily rupture low profile tyres & render rims unroadworthy! "Mounded kerbs" lessen any ability for car damage say on a wet, dark night, given fogged mirrors etc with maybe a less experienced driver – all relevant !

(c) Our property tends to be one of the most affected because we have a single driveway whereas others tend to have "adjoining" driveways serving immediate neighbours properties.

Importantly, not only does the 5 metre (minimum) either side of the drive assist us, when one studies the **line-of-sight** for traffic exiting Trafford Street it suggests their ability to see oncoming traffic is enhanced as well (refer map). They will need to stop back at the Trafford exit away from the intended bicycle lane, pedestrian access line, etc. The revised parking will enhance their ability to see fast approaching traffic at an earlier point thus allowing for a safer exit. Even at an angle that 5 metre (absolute minimum) either side plus the width of our actual drive would relieve some of the difficulty Trafford exiting traffic experiences at times what with Harewood Rd traffic, some turning into Trafford, some exiting from Crofton Rd almost opposite,

Submission #38861

soon added bike traffic &, of course Harewood Rd traffic with most coming through at a reasonable speed. Like the problems experienced a Breens/ Gardiners corner the width of the combined carriageway & the complexities mentioned, especially in busy hours, frustration can boil & that can lead to bad driving decisions. We, for over 40 years have resided here, have seen the consequences which will, inevitably, heighten given the new proposed building in the area. Motorists often resort (like at Gardiners/Breens corner) to moving into the middle of the road to wait while "the other side" clears! Total confusion !

You will note that current broken yellows were, a few years ago, added to Harewood Road so those exiting Trafford St could better see approaching traffic from the City. These broken yellows would, under your plans, become redundant thus altering the position entirely. The more favourable "line-of-sight angles" (see map) would give Trafford exits a better ability to see approaching traffic earlier meaning an extra park or so could be added slightly closer to the corner than what the current yellow lines allow.

Projecting forward: The traffic is increasing (oft' including emergency vehicles often using for quicker access) with Wairakei Rd changes & Sawyers Arms also getting increasingly busy. Police can concur the incidence of speeding is rife with this area producing one of the highest speeding counts as outlined in recent Press articles.

Unlike many residents we have no real issue with cycle lanes because as occasional cyclists ourselves we know full well the dangers on this road. Given the popularity of other motorised scooters etc traffic modes are seriously changing. Sign of the future in fact.

After thoughts : We are perturbed that utilising the grass verges was not considered as an option. Most people keep their verges cut but a cycleway with the odd planting would not be unappealing if it was "done right". There are few power poles or hindrances on the south-side. We were told "then we would need stormwaters to be modified" but then **Council cannot do "short measures" & expect we residents to accommodate a "half-hearted, half-baked" Council job & shift the shortcomings on to us!**

Also cycle lanes **should be narrowed at intersections** to encourage bikes to slow. **Given ebikes can be, increasingly fast** a narrowed cycleway with strategic "bumps" at intersections would slow their traffic & tend to deter any reckless, inconsiderate behaviour. Some will, no doubt, see a cycle lane as **"entitlement"** forgetting that others may be partially using to cross, etc. Many cyclists are renown for ignoring lights, etc.

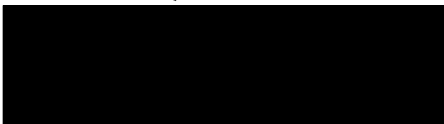
We have tried to take a reasonable, honest & balanced approach in this exercise but our need for **safe** access to & from our property is crucial & we will fight strenuously to achieve that !

We, most certainly, wish to be heard at the hearing.

Regards,

Colin I & Shirley A. Fussell

S.A. Fussell

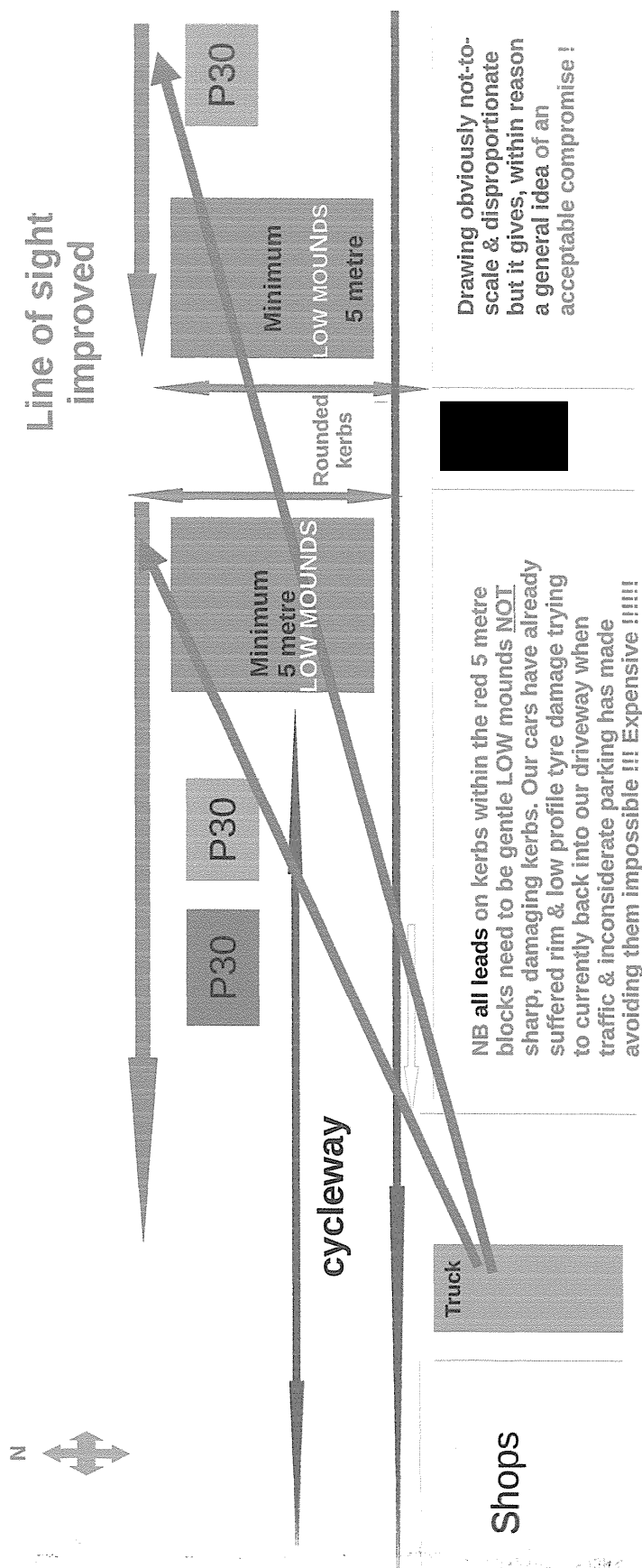


A handwritten signature in cursive script, appearing to read 'S.A. Fussell'.

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Advantages: Line of sight x Trafford better than existing therefore current no stopping (yellow arrow) which would either be no longer required or shorter under the new configuration because the open space (blue arrows) allows far better (earlier) vision before approaching traffic is directly into intersection area. 503 exit & access – no turning space suitable on section means **back-in to allow critical forward exit** Two lanes condensed to one means more concentrated traffic (fewer breaks) In order to back-in means **stopping in the active lane** which means likely traffic having to stop probably immediately behind – **confrontation!** Resident in busy times CANNOT keep circling the island waiting for ability to stop & back – logical ! What needs to happen is having **minimum 5 metres of space** either side of drive line to enter & exit active lane by driving into the **two 5 metre spaces** then waiting for clear bikelauto traffic to line-up for driveway, Importantly on exit the driver would position using the **two 5 metres spaces to line-up a quick safe exit** as soon as traffic allows, **THUS ELIMINATING NOSING ACROSS THE ACTIVE LANE RISKING AN ACCIDENT BY NOSING OUT ONTO AN ACTIVE LANE !!** Nosing out leaves bonnet across traffic line before the driver can see past any parked car. It would be a hazard inviting collision !

Island



Submission Number	Feedback	First Name	Last Name	Group/Organisation
36396	<p>I do not believe removing on street parking from the Bishopdale roundabout to Nunweek blvd is a well thought out decision as many of the house holds along this stretch of road rely on the on street parking as a day to day means of parking. There are always cars parked on the street and compared to the the amount using the stretch of road for cycling purposes is little to none. Secondly</p> <p>The Copenhagen bakery is one of the only thriving business' Bishopdale has to offer on any day of the week pulling a large amount of costumers in where the street parking is used religiously! I would like to see this on street parking kept on both sides of Harewood road and the plan of removal for cycle lanes rethought over.</p> <p>On the contrary the suggest lights at breens road would be a life saver and I applaud you all for taking the time to address the issue and put a plan into place to fix it.</p> <p>Thank you.</p>	Jack	Bryant	
38820	<p>I applaud the new plans that will embrace a multi modal transport solution in line with our government's long term environmental goals. I understand it will be hard for well established organisations to adjust to the new layout but I encourage them to embrace this change and future proof their plans by providing space for electric vehicles (cars, scooters and bikes). I understand that the hospital is somehow already challenged with huge trucks delivering gas. It is already part of our long term commitment to phase gas consumption out, I urge the hospital to look at alternatives sooner than later. Hopefully the council can find an interim solution. But many hospitals in the world can have a cycle way going past its location so why can't we have that?</p> <p>Yes, please provide cyclists with a safe solution to ride to schools and the airport! Please provide us with a traffic plan that supports our commitment to reduce greenhouse gas emissions and services the whole community not just the loudest voices. Let our children get on their bike, scooter and foot to school in an enjoyable environment what is safe to all.</p>	Anouk	Minnaar	
42033	<p>I find it incredible that when I went to the public session showing the different designs none had a Safety audit. When I queried the staff on how can you present designs to the public if you don' know they are safe. Answer we don't do it that way. How mind numbingly stupid that the basic fundamentals off these plans the staff cannot tell you if they are safe design!</p>	John	Allen	
42177	<p>I have had the opportunity to visit the Offices in Bishopdale set up to display the various plans regarding the so called ` upgrade` to the traffic plan in the above area. I have also taken the opportunity to discuss this whole matter with several members of the team associated with this plan as well as many residents of this area.</p> <p>I am deeply disturbed at the way this whole so called plan has evolved. The residents of this whole area were only consulted when the plan was well advanced certainly well past the ` discussion stage. We were not being invited to ` discuss` anything. We were invited to be informed and persuaded that this plan was going to somehow improve the flow of traffic and would benefit the whole community. It will be an absolute nightmare. The vast majority of road users travel in cars, yet we are staring at a `plan` which will undoubtedly make driving, parking, turning etc far more hazardous than it is at present. I fear there will be accidents, injuries and deaths. God forbid but in all conscience I can see no other outcome.</p> <p>The many thousands of cars which travel along Harewood Road daily are now to be forced into one lane. Proportionately the minute number of cyclists will also have their own lane. We were told at one of the `information evenings` that a person had been stationed at the intersection of Harewood Road and the roundabout on Johns Road. Apparently 200 cyclists passed that point during what period? How many of these cyclists turned off at say Wooldridge Road? How many cars also passed this point we were not informed on that issue. How many buses; how many trucks they don't figure at all in the fancy drawings we have been shown.</p> <p>My overall impression of this whole debacle of a plan is that it is a benefit scheme for cyclists. Let me make something abundantly clear. I have been a cyclist most of my life, until quite recently. I have cycled round the UK and France. I have also cycled in Christchurch for many years. However there are a multitude of reasons shy people (including me) prefer to drive a car.</p> <ol style="list-style-type: none">1. People frequently need to convey a great number of objects far more than can be carried safely on a bicycle.2. People frequently need to carry other people in their car particular children and infants.3. People who have disabilities of one kind or another are often safer in a car than on a bicycle indeed some physically disabled people would be quite unable to cycle.4. Many elderly people choose to drive a car indeed some would be quite unable to use a cycle. I deeply resent the way that those of us who drive a car are being made to feel as if we are somehow creating hazards; polluting the atmosphere, blocking the roads. We are being made to feel as if we are the pariahs of the road congestion and all the pollution. At the age of 84 I will continue to take other elderly or sick people to hospital, shops, Church etc. try doing that on a bicycle.	Marianne	Gunn	

Submission Number	Feedback	First Name	Last Name	Group/Organisation
42080	<p>Your designs are rubbish. They restrict traffic flow on one of the busiest roads in Christchurch. PLEASE DO NOT DO THIS. Why don't you listen to the people who live in this area...widen the footpaths and have them as foot and cycleways? That is a much better plan. There is very wide berm along Papanui Road, so widening the footpaths would be very easy to do; would minimise traffic disruption, and would save the RATE PAYERS millions of dollars that will be wasted on a project that the vast majority of RATE PAYERS do not want.</p> <p>LISTEN TO THE PEOPLE WHO PAY YOU! Stop this ridiculous plan.</p>	Dee	Morgan	
38885	<p>I am against the proposed Harewood Road cycle way.</p> <p>I do not believe there has been a realistic cost benefit analysis to the citizens of Christchurch in designing the changes to the road.</p> <p>There appears to be little consideration in the design to the rapidly changing technology which has effected the community in the last 5 years and will have even more effect in the future.</p> <p>There are also fundamental inconsistencies with other designed cycle ways within the city that leads me to believe the designers do not have a long term vision and appear to be experimenting with our city and its future.</p> <p>I wish to provide a more detailed response to my objection after more information has been received from Lynette Ellis and her team. (I have had verbal assurance from her that this is acceptable)</p>	Matthew	Reid	
38475 (Att)	<p>In general we are in favour of cycleways.</p> <p>However we do have concerns around the proposed Harewood Road cycleway:</p> <p>1/ Our Driveway being used as a rat race, due to the proposed restrictions on Chapel and Sails Streets.</p> <p>2/ The current proposal makes it impossible for our larger delivery trucks to enter our site.</p> <p>3/ The Timing of the works.</p> <p>4/ Bus stops blocking Harewood road east bound.</p> <p>5/ Making a safe connection to Papanui High School, via possible traffic lights for the cycleway across Langdons Road.</p> <p>6/ Extra traffic pressure on Langdons Road.</p> <p>We have gone into more detail on these six points in our supporting document.</p> <p>We have been working with the planning team, so hopefully we can address some of the above before we get to a hearing stage.</p>	Murray	Smith	Mitre10

Submission #38475

Submission on Harewood Rd Cycleway
Written by Murray Smith on behalf of Mitre 10 Mega Papanui

We at Mitre 10 Mega Papanui are supportive of Cycle Ways around our city. While very few of our customers arrive on bikes, we think cycling should be encouraged, so thank you for the chance to give suggestions towards the proposed Harewood Road cycle way.

In general, we are happy with the proposed cycleway across the front of our property at Harewood Road.

We are concerned is around the treatment of Chapel and Sails Streets and the flow on effects for us.

The below are some concerns we would like to work with you on to find solutions to;

1/ Safety of our customers in our own car park.

We fear our driveway between Harewood Rd and Chapel street would become a “rat race” for people wanting to get back onto Harewood Road.

A good possible solution to this could be to change the suggested north bound only section at Harewood Rd / Chapel St corner to “South Bound only”. (Swap the directions of Sail St and Chapel St).

Reasons why I think this would work well;

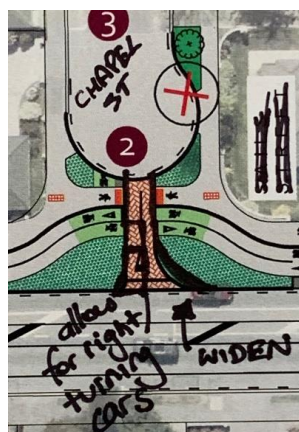
A number of vehicles seem to come up from Matson Ave and to a lesser extent St James Ave, then cut down Chapel St. If there was still a North bound option in Sails St, this would still work and for most people and it would be easier than cutting through our driveway.

A South Bound option at Chapel St would be far easier for vehicles coming from the Mall, giving no advantage for traffic to cut through our property.

1.1/ Ensure the Chapel St exit to Harewood Rd doesn't get too congested.

Chapel Street is already a busy through way for people. Due to other proposed restrictions to Sails and Wilmot Streets it will become even busier. It would be essential there is enough room for two cars to be parked waiting to turn right, while still allowing vehicles to freely turn left into Harewood Rd for this intersection to work. If it doesn't, they will just use our driveway.

Concept for South end of Chapel St



Submission #38475

A larger diagram of proposed idea.



Item 8

Attachment D

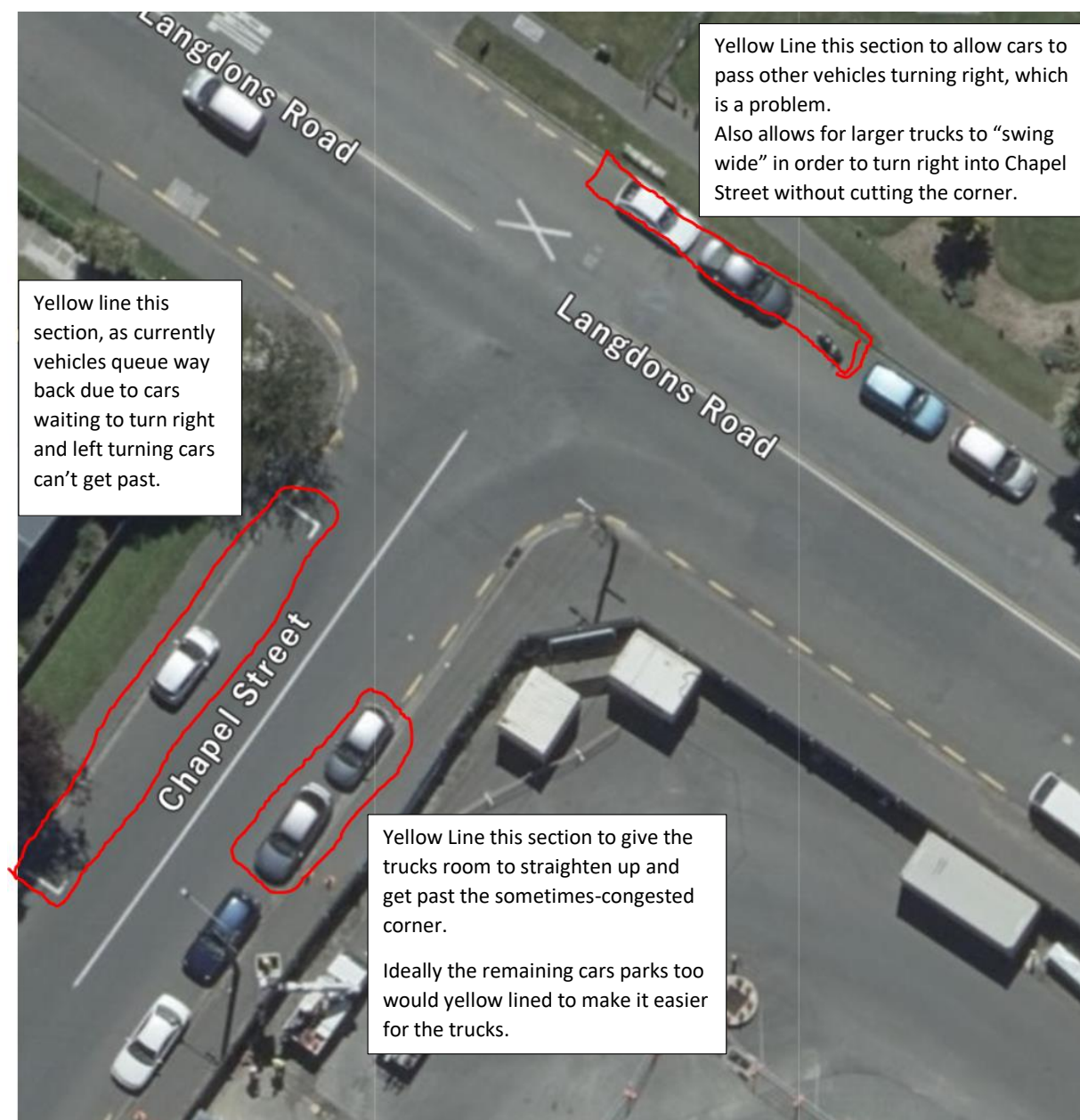
Submission #38475

2/ With the narrowing of the entrance to streets along Harewood Road, it would make it impossible for our larger delivery trucks to make deliveries to the store. (Currently they come from Harewood road into Chapel St)

For safety and logistical reasons, the inwards goods traffic for our store has been planned around delivery vehicles coming in off Chapel Street. (We don't want them to mix with the customer zone in front of the store). Each week we regularly receive deliveries from the largest trucks on the road. For example, over last Labour weekend we received three "B-trains" of garden mixes alone. We also need to allow for the 40-foot container trucks. Splitting loads into smaller trucks is not an option.

We have come up with a couple of possible suggestions that we believe would get around this.

a/ Make it possible for trucks to turn off Langdons Road into Chapel street. This doesn't work well at present due to the parked cars around the intersection. Below is some suggested "Yellow Lining" to make it work.



This would also have the benefit to make the whole intersection work better.

Item 8

Attachment D

Submission #38475

b/ Also make it possible for larger trucks to turn into Sail St. (Assuming it is North Bound)

This could be a simple change which could allow larger trucks to enter into Sails St. From there the intersection of Sails and Hoani Streets is large and open to allow trucks.

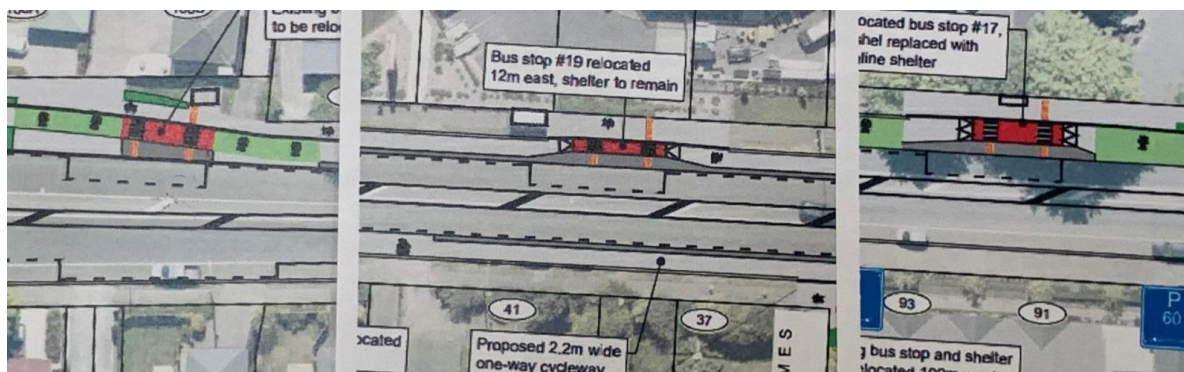


3/ Timing of Works

If possible, could we please have the cycle lane works done in a fashion as to cause minimal disruption to customer access to our site. For example, if work could be done in Winter and on our Harewood road entrance first, before any works to Chapel street. (If the main entrance to the store was blocked it still would be possible for 2-way traffic down Chapel street to Harewood road).

4/ Bus stops blocking the flow on Harewood Road.

While hard to read the small maps. It concerns us that as shown on the concept plan, the buses are planned to just stop in the middle of Harewood road to drop off and pick-up passengers.

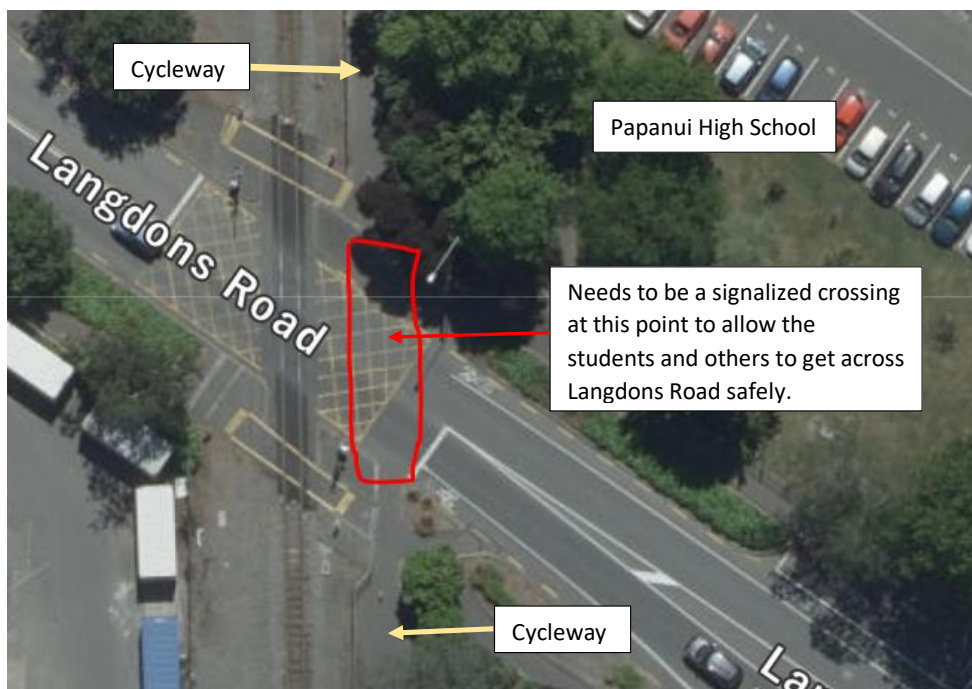


We fear this will make it impossible for cars to get past, becoming a real block to traffic. Can this be altered somehow?

Submission #38475

5/ Lights for Cycle way across Langdons Road

Although not in the brief, the Railway Cycle lane that will pick up the Papanui high school students and feed onto the Harewood Road cycleway. It desperately needs a safe signaled crossing for the existing cycleway. As being a cyclist myself I find this section very hard to get across safety at nearly all times of the day.



6/ Extra Traffic Pressure on Langdons Road

With the side streets (Chapel, Sail etc) planned to be restricted due to the cycleway, the traffic volume on Langdons road will increase. Can options be looked at on both ends of Langdons road to help the road work with this increased volume?

Submission Number	Feedback	First Name	Last Name	Group/Organisation
37444	<p>"I know the Bishopdale/Papanui/Harewood area very well as I was a Telegram boy in the 1960s and grew up in the area. I know that cyclists can avoid busy traffic on the major roads such as Harewood Road. There are a number of safe corridors that cyclists can chose travelling from Papanui central to the Airport or to link with Johns Road rather than going along Harewood Road. If Harewood Road was changed in the manner proposed motorists would become frustrated and would then chose alternative routes and clog other roads in the area. This could make family orientated streets unsafe and cause quiet neighbourhoods to become less attractive to families. To leave Harewood Road as is would save \$19M and have traffic streams consistent. I have observed on one morning between 8-8.30am in a 15 minute window 10 cyclists travelling towards Papanui central along Harewood Road, one being a high school pupil. Of the motor vehicles travelling in the same direction 80% consisted of only the driver in the vehicle, 10% of these were commercial vehicles. During the time of 2.30-3pm on a Friday 10 high school cyclists travelled in the opposite direction and 3 other cyclist did the same. Not a high demand for a dedicated cycle lane!!! This is plan A</p> <p>Plan B</p> <p>If a cycle lane is to be put on Harewood Road there is a way to keep everybody happy, cyclists,walkers,motorists ,homeowners and retailers. The section Matsons to Greers can be constructed with cycle lanes on both sides of the road and without the intrusive cycle curbing. The parking lane can act as the barrier between cyclists and moving vehicles. My suggestion is that a 3.5m shared pedestrian/cyclist lane be formed,then 2m parking,3.3m vehicle lane and a mirror on the other side of the road separated by a medium strip of 2.5m totalling 20.1m for the section Matsons to Greers.</p> <p>For the section Greers to Nunweek Blvd the current four lanes should be retained. A lot of traffic use Greers Road to connect with QE2 Drive either turning left from Bishopdale Central or right from Papanui Central. Traffic from Greers Road connecting to Harewood Road turning left and from turning right towards Bishopdale demand smooth traffic flows. The traffic from the Bishopdale area is heavy in the Greers to Nunweek Blvd section and does not warrant a reduction in lanes. This would cause traffic bottlenecks and frustrated drivers.</p> <p>In the section from Greers to Nunweek Blvd I suggest again a shared pedestrian/cyclist lane of 3.5m, parking 2m, 2 vehicle lanes totalling 5,75m and mirrored on the opposite side,with the medium strip 1.5m,total 24m.</p> <p>The section from Nunweek Blvd to Johns Road is OK as the traffic/pedestrians/cyclists is lighter.</p> <p>The use of the cycleway separator would be unnecessary and the grass booms would also be redundant.</p>	Phil	Brady	
37637	<p>The Waipapa/Papanui-Innes Community Board welcomes the opportunity to submit on the Wheels to Wings Major Cycleway project. In doing so, the Board notes that it has not yet heard the community's views on the proposal, but that information will be an outcome of this consultation. The result of the consultation might bring further issues to light, which the Board would need to consider.</p> <p>The Waipapa/Papanui-Innes Community Board appreciates and supports the improvement that this project will make to the city's overall cycleway network.</p> <p>The Board is pleased that the proposed route connects with the Northern Line and future Nor'West Arc routes, and provides an active travel link to the airport precinct and key activity centres.</p> <p>The Board also appreciates that investment in active transport modes is a necessary response to the Council's declaration of a climate and ecological emergency, given the transport sector's significant contribution to the city's carbon emissions.</p> <p>The Board notes that the signalised crossing at the Harewood Road railway crossing was approved as part of the Northern Line cycle route, and reiterates its support for this. The Board requests that this crossing be constructed as part of this project, if it cannot be delivered sooner.</p> <p>Noting the earlier comment regarding the need to consider the community feedback, at this stage the Board supports the following features of the proposal:</p> <ul style="list-style-type: none"> • The installation of turning arrows at the Greers/Harewood intersection. • The connection to local schools, providing a safe cycling route for students. • Traffic controls for Chapel Street and Sails Street to limit use of these streets for rat running through to Langdons Road. <p>Noting the earlier comment regarding the need to consider the community feedback, at this stage the Board has concerns about the following features of the proposal:</p> <ul style="list-style-type: none"> • The loss of on-street parking outside multiple rest homes. The on-street parking is used by workers at these facilities. 	Simon	Britten	Waipapa/Papanui-Innes Community Board

	<ul style="list-style-type: none"> The loss of on-street parking outside local businesses including Dove Bookshop, Strowan Law, Team Dental Papanui and the Harewood Medical Centre. Based on the Board's experience relating to major roading projects in our Wards, the Board wishes to note the importance of team work with regards to enforcement, education, and monitoring of road users' behaviour. This relates specifically to the Christchurch City Council and the Police being able to ensure safety and compliance (within each organisation's remit) when this new development is in place. 			
37826	<p>Why dose the council want to spend millions of dollars on a cycleway which will be used by a very small minority of the population. There are more important items the council needs to either fix or rectify. Roads and footpaths gave been neglected. Only recently one of our daughters broke her ankle and only because I made a complaint to the council they were there in no time and fixed it. Unfortunately the trees around the place are breaking footpaths because the council dose not maintain these.</p> <p>We do agree that trafficlights need to be put onto Breens, Harewood and Gardiners Road but putting a cycleway along Harewood Road will impact on businesses along that road. Also where will parents park when they want to drop of their children at Harewood school.</p> <p>Last week I attended my grandsons assembly and I heard that three councillors are visiting the school to talk about the cycleway. We are absolutely disgusted that the council are trying to brainwash our primary school children.</p> <p>So please council fix the roads , footpaths and all the other broken infrastructures before even contemplating another cycleway</p>	Josie & Graeme	Clyde	
36389 (Att)	<p>We operate Brain Gains Tutors from our home at [REDACTED] and the proposed removal of street parking will be disastrous for us. At present, the parents of our students struggle to find parking as this area serves several businesses, all with customers coming and going throughout the day: Harewood Medical Centre (No.171), Featherstone's Dairy (No.1/162) and Talking Therapy psychologist (178). No [REDACTED] is often also used for business purposes. It will be extremely dangerous for children (some of whom are small), who are dropped and collected for lessons with us, if they have to negotiate their way between speedy cyclists. We already have problems entering and exiting our property due to buses pulling out of the bus-stop and cars speeding through the Greers Road intersection. If large numbers of cyclists use a dedicated cycle lane, this problem will be exacerbated. We have family members who visit in vehicles towing trailers, who have to park on the street as it is impossible to turn up our driveway with large vehicles. We are also concerned about the multiple cul-de-sacs and one-way systems planned for Sails Street, Chapel Street and Wilmot Street. This will severely restrict traffic flow and make navigating this are an absolute nightmare. We are extremely concerned about these issues and would appreciate these plans being reviewed with consideration for the practical fall-out for long-time residents of Harewood Road. It would have been appreciated if we had been advised or notified about these plans long ago, before planning reached this advanced stage. The only aspects of this plan that will improve the situation here is the installation of traffic lights, and the stop street on the Harris Crescent/Harewood Road intersection as these confer long overdue safety benefits.</p> <p>We have realised another serious issue exists with regard to the proposed cycleway. Harewood Road is (or appears to be) the main road used by emergency vehicles in this area. Every day sirens blare as police, ambulance and fire engines fly (at high speed) up and down Harewood Road - this occurs several times every day. Currently, motorists are able to pull over into the "parking" zone to clear the way for the emergency vehicles - but the separated cycleway will leave nowhere for cars to pull over, out of the way. Emergency vehicles cannot use the median strip because of the pedestrian crossing islands - so they will be held up in situations where every second counts.</p> <p>On the plus side, traffic lights at the Breens Road intersection and improved signals at the schools will be wonderful!</p>	Clive, Wendy and Verity	Busby	Brain Gains Tutors

Submission Number	Feedback	First Name	Last Name	Group/Organisation
37561	<p>I live on Harewood on the double traffic lane Part . If you sat here for just one day you would not be taking one of the lanes away , the backlog of traffic from way before the Bishopdale Roundabout to the Greers Road traffic lights at times is horrendous. That you would even be considering taking one lane away just blows my mind . As no access down Wairakei Road from the airport anymore all the traffic comes down Harewood . The plan to originally make it a main arterial into the city is what it has become . Please do your homework a lot more before you make a move you can't undo</p> <p>Would like to know about cyclists coming from Farrington Ave that are going to have to cross over the road and onto the footpath to get to the lights so they can cross over Harewood Rd , what is going to happen to the loads of elderly with Zimmer frames and wheelchairs going to the shops from Bethesda Nursing Home . The pedestrians are going to be in danger of bikes coming around that corner . Please rethink this</p> <p>Please reconsider the traffic lights placement by Farrington Ave , it would mean cyclists would have to cross over Farrington onto the footpath and bike around the corner to get to the traffic lights crossing . That footpath is on a bend and is used hugely by pedestrians and elderly with wheelchairs and Zimmer frames</p> <p>As an addition to my above comment on the bend on right hand side of Farrington Ave is a six foot fence so cyclists and pedestrians or elderly with frames or wheelchairs won't see each other until too late , but that's where the cyclists have to go on the footpath on wrong side of road to get to the traffic lights . We don't have that issue now as cyclists are on the left hand side of Farrington</p> <p>Why can't the berms be taken out so parking can be kept , cyclists then will have the existing park markings on the road . Surely that is a heck of a lot more cost effective</p> <p>Erin Andrew - very concerned citizen</p>	Erin	Andrew	
37899	<p>A lot more traffic goes down Harewood road to Northlands now since Wairekei road is only one way and cannot go down it from the Airport.</p> <p>Four lanes should extended to Harewood/Johns road roundabout and not end at Trafford street. There is so much traffic on Harewood road now. A lot more housing and people coming and going from the Airport down Harewood road in the near future.</p> <p>It would be advisable to put a footpath and cycleway on each side of the four lane road</p> <p>The land has already been put aside for the four lanes for Harewood Road. years ago. From Trafford Street to John's Road.</p> <p>We need the four lanes for any emergency in the near future for Police, Ambulance, Fire Brigade, for the Airport, for safety and speed, they need both roads Memorial Ave and Harewood Roads.</p> <p>There is still room for footpath and cycleways both side of Harewood Road.</p>	Mervyn & Paulette	Graham	

Submission Number	Feedback	First Name	Last Name	Group/Organisation
38817/42741 (Att)	Please refer to the attached documents containing not only cycleway feedback but also a proposal for "Harewood Boulevard - A Park Within A Roadway" regards 42741 Second Engagement Feedback Please refer to attached cover letter and 3 pages of diagrams/plans	Philip	Clarke	



Submission #38817

14th March 2021

Wheels to Wings – Papanui ki Waiwhetū Major Cycleway

A RESPONSE

This submission is more than just a response to the cycleway proposal. It contains a concept presentation to treat at least one particular part of the proposal more holistically, taking it to a whole new level of roadway enhancement for pedestrian safety and promotion of community interaction in an area where residents are a little more vulnerable than average, being placed at either end of the human life span spectrum.

Cities are formed by people needing to connect with each other and community facilities, and such connections are vital to forming a 'sense of community' and supporting good mental health.

*"You are a piece of the puzzle of someone else's life.
You may never know where you fit,
But others will fill the holes in their lives with pieces of you."*
Bonnie Anbon

Sometimes roads can split communities rather than serve to connect them. A cycleway can become an extra obstacle to many already challenged residents. However, when integrated with other enhancements for the local residents a much more compatible environment can emerge. A holistic approach needs to be taken for any design, taking into consideration all users of any area.

"A philosophy is to an architect as sight is to his steps"

- Frank Lloyd Wright

(voted the greatest architect of the 20th century)

It is always good to take a step back and view the 'big picture', the overlying all-embracing philosophy of where it is that we are travelling as a community and what does our city of the future look like.

*Ōtautahi – Christchurch is a city of opportunity for all...
open to new ideas, new people and new ways of doing things
– a city where anything is possible.*

Our Vision – Christchurch City Council: Long Term Plan 2021 – 2031

Residents Survey 2020 – Greater Christchurch 2050

- What people want Greater Christchurch to be like in 2050

Top 3 ranked priorities

1. Public transport, walking and cycling are easy and affordable
2. People feel safe
3. Lots of green spaces and trees

- Other priorities that ranked highly (top 3 listed)

- It's easy to get around
- Streets and public spaces are designed and built for people
- I can access my everyday needs close to my home

How are we applying this vision, and our fellow residents surveyed priorities for our future, into our current project.

One Possible Solution follows

ROHAN

architecture interiors landscape

Submission #38817



For me this cycleway proposal prompted me into action on a longstanding inspired idea I've been considering making part of Harewood Road safer for elderly and preschool residents clustered together at the eastern end of the road near Papanui. In review now, I feel it covers off many of the Residents Survey 2020 top priorities and involves a new way of doing things in a city where anything is possible.

The following issues I felt were needed to be addressed after spending time living periodically with my father, who is a resident in Wesleycare village, and with his friends and neighbours:

- Safety for disabled and elderly adults, and preschool children crossing Harewood Road.
- Access especially for Wesleycare residents to Community facilities on the north side of Harewood Road being;
 - Christchurch North Methodist Parish Church
 - Mitre 10 Mega and Columbus Coffee
 - Northlands Shopping Mall and Papanui shopping precinct
 - Langdons Road Medical testing and new Northlink superstore retail facilities
- For all four rest homes to access Marblewood and St James Parks, Dove bookshop and Featherston Dairy.
- Ease of vehicle access for residents and visitors of all rest homes
- Drop off and pick up of preschool children at Tiggers and Aratupu
- User friendly footpath areas for wheelchairs especially for frequent visitors walking their family members around the neighbourhood.
- Provision of community gathering spaces for rest home residents to interact with each other and the extended community by providing covered seating areas, including some all-weather areas designated for smokers, and even parking for street food vendors to trade at specific publicized times.

To resolve all these issues, I have proposed a concept with a 30km speed zone with greatly enhanced landscaping. As well as addressing safety and greater access elements for the residents, it creates shared community spaces where they can meet and socialize. Traffic access is not restricted, only reduced in speed.

Please refer to the attached proposal sheet outlining the objectives and design features, and a concept plan I have titled "Harewood Boulevard – A Park Within A Roadway" stretching from St James Avenue to the East end of Harris Crescent.

As a natural extension of this concept proposal Langdons Road needs to have equally considered safe crossing and accessibility opportunities across what is an increasingly busy road due to the Northlink retail development so the same, and indeed all, residents can access health and retail facilities easily and safely on the north side of the road.

A simplified concept could also be applied at Bupa Bethesda Care home to assist residents and visitors cross the road and easily access parked cars and the bus services on both sides of the road.



Submission #38817

Please also find attached a more direct response of comments to the current cycleway proposal.

It would be my hope that similar holistic approaches could be adopted in other communities across the city accentuating our status as a "Garden City" and show casing Christchurch as a world leader in human oriented streetscapes "designed and built for people."

Philip J Clarke
Founding Director and Principal Designer
Rohan Architectural Design Limited

Attached:

1. Harewood Boulevard – proposal, main objectives, design features – 1 x A4 page
2. Harewood Boulevard – Dwg No. A-001 – satellite image – existing street scape – 1 x A3 page
3. Harewood Boulevard – Dwg No. A-002 – proposal new pedestrian friendly precinct – 1 x A3 page
4. Wheels to Wings – Papanui ki Waiwhetū Major Cycleway – direct response – 1 x A4 page
5. Cycleway Diagram – 1 x A3 page

Submission #38817



Proposal :

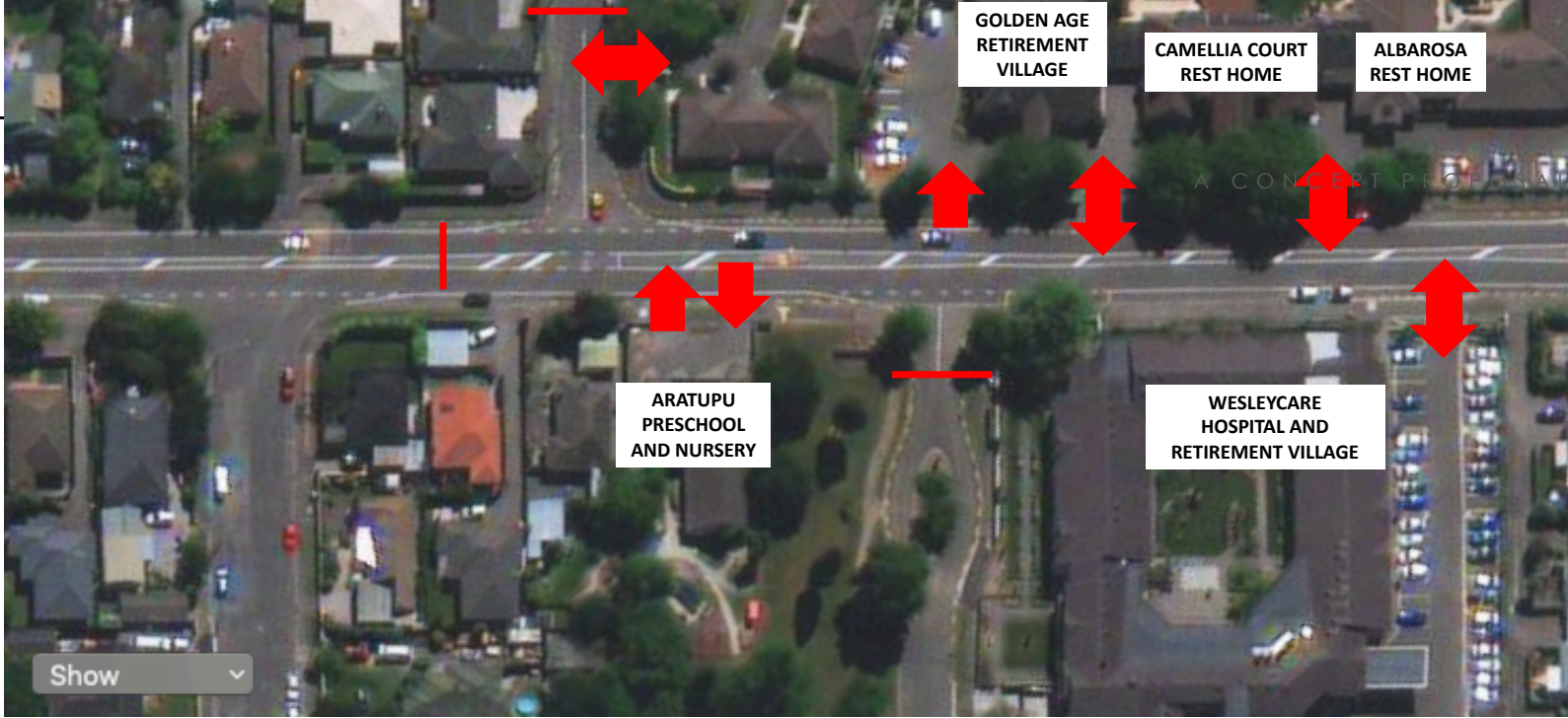
Creation of a garden city enhanced green space section of roadway on Harewood Road, between St James Avenue and the eastern entrance to Harris Crescent, with a 30km speed restriction, above average pedestrian crossing facilities, and removal of obstructions such as kerbs and channels to maximise access for disabled, elderly and preschool pedestrians.

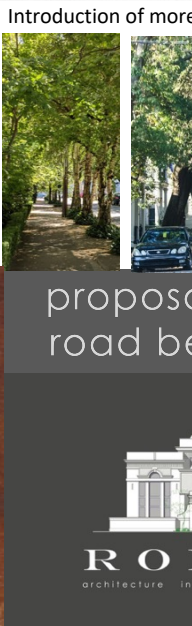
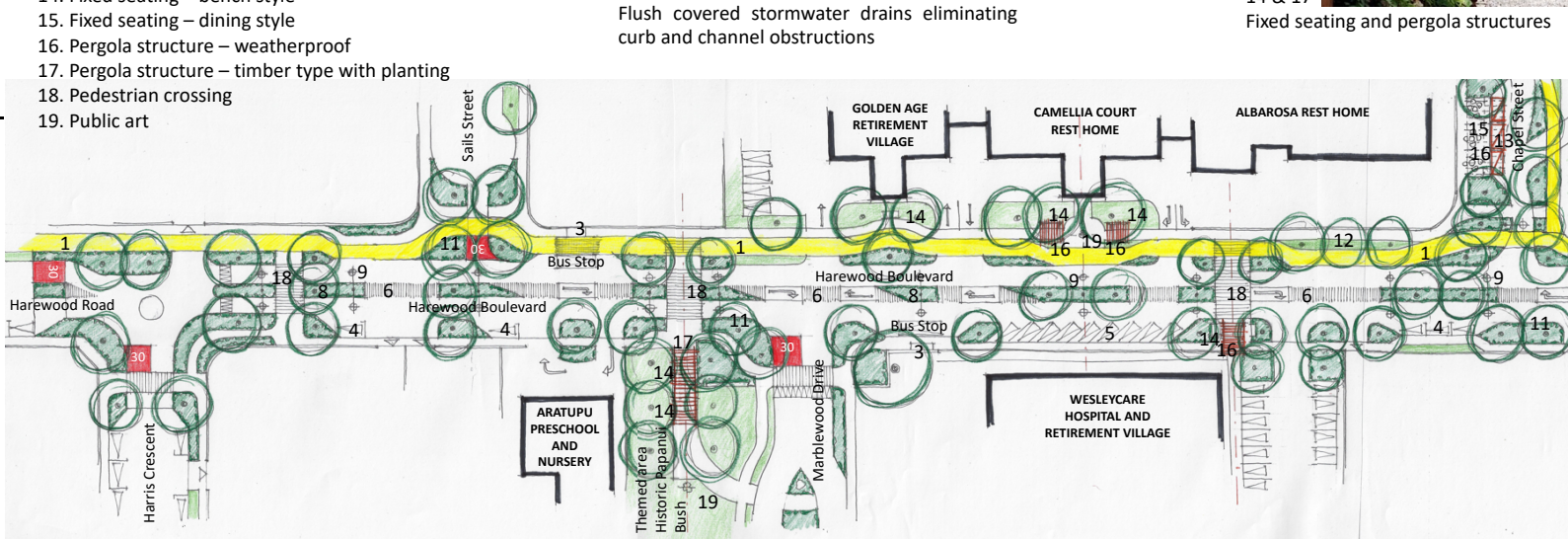
Main objective :

To provide a pedestrian friendly zone specifically to cater for elderly and physically challenged residents of 4 rest homes and villages, preschool children at two kindergartens, and the Methodist church, enabling them to safely cross the road for the purposes of accessing local shopping areas and parks, to enable interaction with each other and opportunity for community based activities, and the safe off-loading and picking up of preschool children, church goers and rest home visitors.

Design Features :

- Use of a noise reduction road sealing
- Enhanced median with decorative granite tiles and planting.
- Deviate straight line footpaths and cycleways for visual interest and localised intimacy.
- Blur the boundaries and expand the landscape spaces by negotiating crossing plot lines with community service providers for frontage enhancement, providing 'movement', and enrichment of residents lives.
 - Golden Age with curved foot path and seating
 - Camelia Court with seating, shade structures and public art
 - Methodist Church with seating and shade structure
 - Mitre 10 Mega by placing the one way cycle path on their green margin.
- Create intimate gathering spaces with a mix of seating styles and a variety of shade structures, some providing weatherproof shelter.
- Increased large scale English style trees placed irregularly and alternating between verges and median for natural appearance and break straight lines of trees
- Eliminate kerb and channels and replace with flush gratings
- Change street lighting style to decorative character type incorporating promotion banners
- Street food cart area with weather proof cover and fixed dining seating at the entrance to Chapel Street
- Direct access to marblewood park and provision of a covered and greened walkway with seating in the park beside Aratupu Preschool and nursery.
- A section of Marblewood park and the closely associated roadway could be themed around the historical Papanui Bush with a Native theme and public art celebrating this, in association with CCC, Papanui Rotary and Papanui Highschool as an extension to their related project already underway along the railway line, creating a community interaction between the high school students, preschool children and the elderly. A sign posted street walk could be indicated to connect the two areas for more able bodied residents containing other clusters of native planting.







Submission #38817

14th March 2021

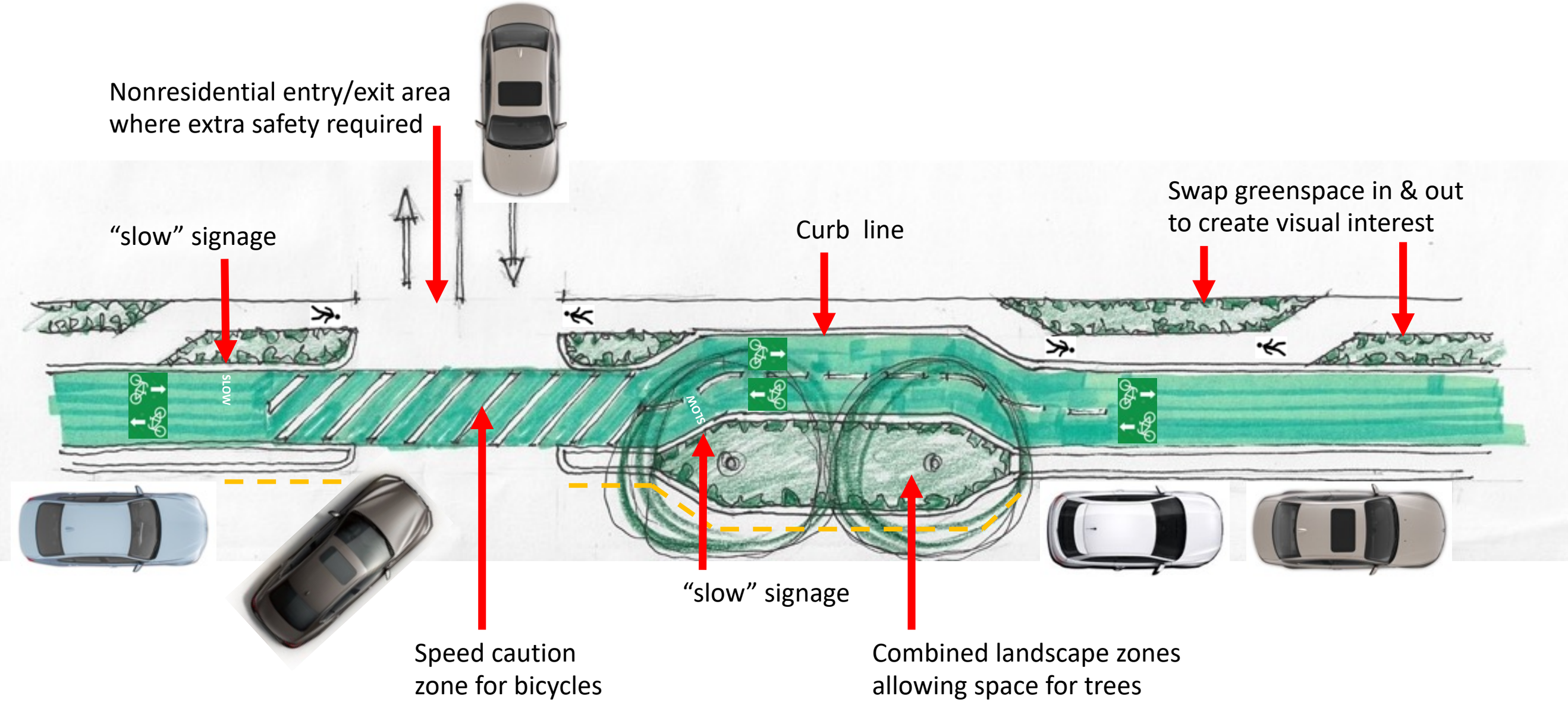
Wheels to Wings – Papanui ki Waiwhetū Major Cycleway

direct response comments

1. There is concern that at any 2 way cycleway reserve where there are non-permanent residents exiting properties and not use to the circumstances may not automatically look both ways for cyclists. Most at risk would be occasional visitors to rest homes.
 - a. A possible solution would be to add cautionary diagonal stripes and a "slow" sign to the cycleway in addition to signage for pedestrians and motorists crossing the cycleway. Refer to the attached 'Cycleway Diagram.'
2. Upgrade the crossing points at Bishopdale Park to full pedestrian crossings as there is a high volume of children attending sports events that needs to access parked cars or buses on the opposite side of Harewood Road.
3. As per the attached 'Cycleway Diagram' vary the line of the cycleway wherever possible for visual interest, eliminating long straight uninteresting sections, and where possible combine landscape areas at the roadside to enable the inclusion of trees to 'green' the city.

Regards

Philip J Clarke
Founding Director and Principal Designer
Rohan Architectural Design Limited



CYCLEWAY DIAGRAM



Project: Wheels to Wings – Papanui ki Waiwhetu - Cycleway
drawing title: Cycleway diagram demonstrating variation for visual interest and landscape enhancement to include trees
drawing number: A-001
rev: 0
date: 14th March 2021
prepared by: Rohan Architectural Design Limited

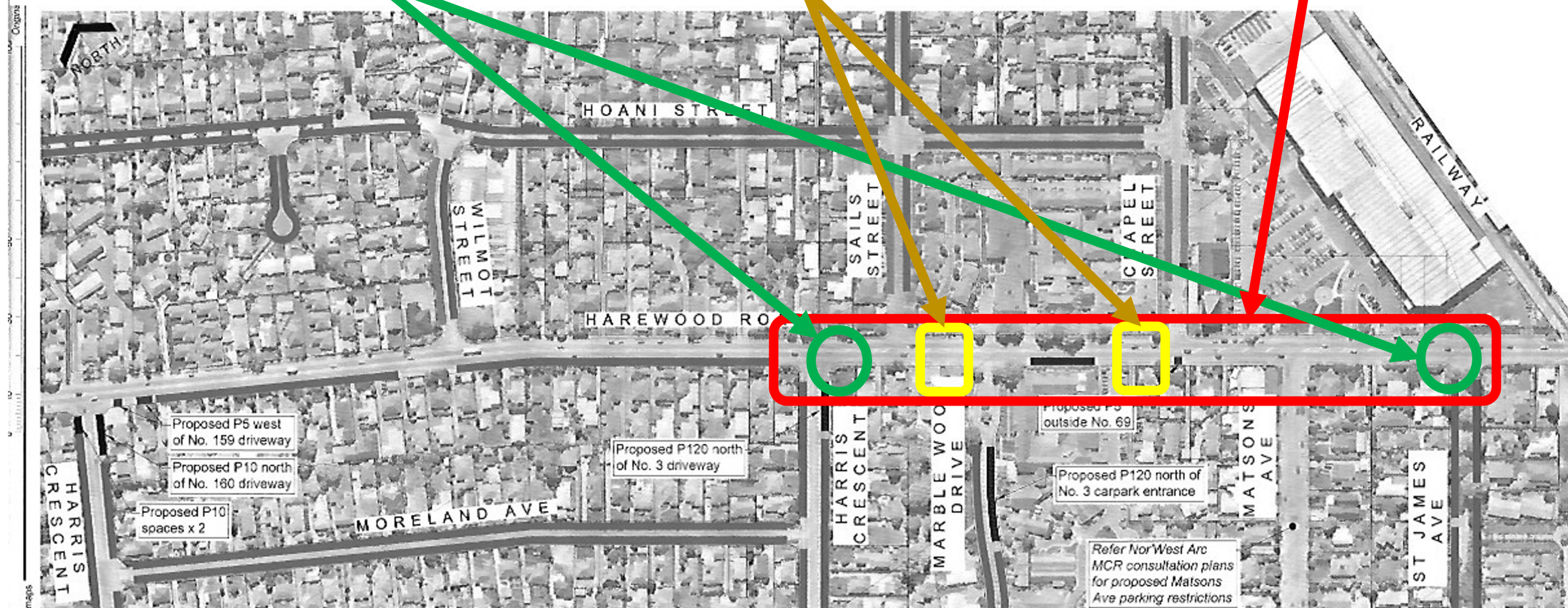
Submission #42741

Landscaped entrance 'gateways'
with raised roadway or hump

Pedestrian Crossings
Refer next page

Reduced speed limit zone to 30km/h
With red road markings

Attachment D Item 8



KEY

- Proposed P5 parking restriction
- Proposed P10 parking restriction
- Proposed P120 parking restriction
- Proposed P180 parking restriction
- Existing mobility park to remain
- Existing P120 parking restriction to remain
- Existing P120 (Mon-Fri) parking restriction to remain
- Existing unrestricted parking to remain

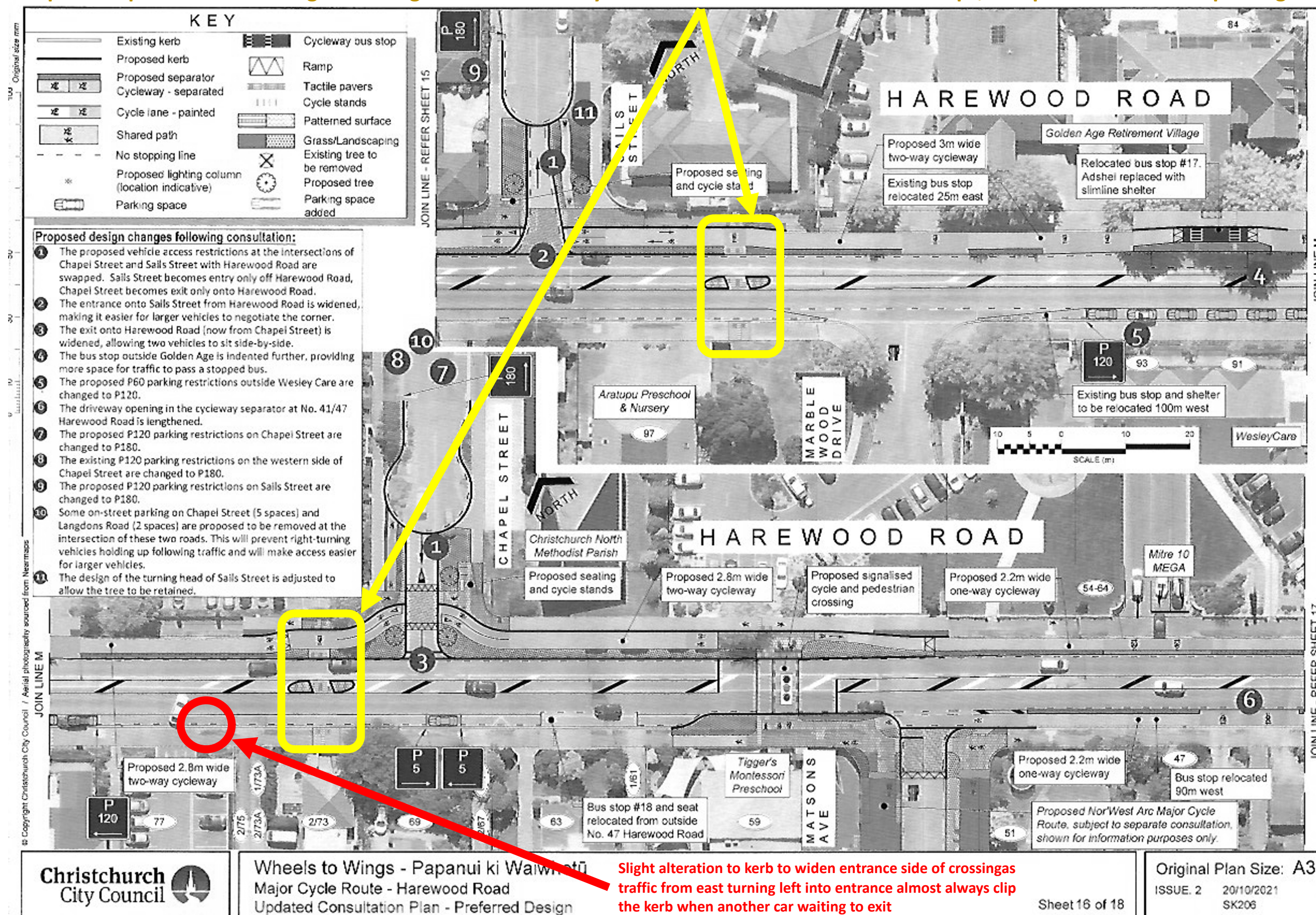
50 0 50 100m

**REDUCED SPEED LIMIT ZONE FOR
HIGHER-LEVEL AT-RISK PEDESTRIAN COMMUNITY AREA
WITH 2 (4) REST HOMES & VILLAGES, 2 KINDERGARTENS AND A CHURCH.**

Notes:

1. Parking time restrictions apply 8am-6pm, Monday to Sunday, unless otherwise stated.
2. Areas without coloured lines have no on-street parking - refer updated cycleway consultation plans for proposed changes to Harewood Road and side streets.
3. Private parking is not shown.

In addition to the signal crossing proposed at Matsons Ave – crossing islands at Sails Street and Chapel Street become full painted pedestrian crossings retaining the median safety islands for ease of access to bus stops, and parent and visitor parking





Submission #42741

Pedestrian crossing outside 87 Langdons Road crossing to 62 Langdons Road to assist the elderly to access Canterbury SCL, Northfield for frequent blood tests and Northlink shopping facilities.

ROHAN
architectural design

Submission #42741

17th November 2021

Wheels to Wings - Papanui ki Waiwhetū cycleway
Second submission

also refer: First Submission dated 14th March 2021

Ann Tomlinson
Senior Engagement Officer

Dear Ann and Team,

Firstly, thank you for all your hard work and the time that you have taken on several occasions to explain the proposals in the public forum and in making individual meetings with those who have made significant submissions.

This is a personal submission but as with my previous submission it has been done in consultation with my father and some of his neighbours who reside Wesleycare village on Harewood Road. I personally spend a reasonable amount of time at Wesleycare often staying with my father, so am well experienced in entering and leaving the property both by vehicle and on foot to access Northlands Mall, Northfield commercial facilities, Northlink shopping, and Mitre10 Mega & Columbus Coffee, all places my father and his neighbours visit frequently.

We had already been contemplating a personal submission for Harewood Road, just prior to the cycleway development proposal being made public for feedback, to make it a safer community area for the elderly, kindergarten children and church goers.

The purpose of the current submissions, we realize, are for the review of the proposed cycleway but we believe the bigger picture of enhancing communities should be considered at the same time, as with all such developments. I feel that the current community environment has not been enhanced but further degraded by the addition of another obstacle to be dealt with by already at-risk pedestrians.

At the same time, I also believe that cycleways are an attribute but that cyclists should also be required to respect the needs of a more vulnerable community as the pass through.

The top priorities of the Councils own Residents survey 2020 for a "Greater Christchurch 2025" seem to have been ignored, especially the three main priorities in that

- It is not easy to get around
- Streets and public spaces have not been designed for the people
- The community cannot access their everyday needs close to their homes easily.

I would strongly recommend that the following minimum requirements be added to the proposal.

1. A 30km/h speed zone from St James Avenue to the east end of Harris Crescent which is emphasised with landscaped gateways and raised road seal or humps as well as red colour demarcation of the speed restriction on the road surface.

ROHAN ARCHITECTURAL DESIGN

Item 8

Attachment D

ROHAN
architectural design

Submission #42741

2. Current central median safety barriers for pedestrians at Chapel Street and Sails Street be upgraded to full pedestrian crossings. The proposed signal at Matsons Avenue is acknowledged as a great provision for pedestrians but is a long walk for the elderly and small children to access parking and bus facilities on the opposite sides of the Harewood Road.
3. That as part of this development a pedestrian crossing be added to Langdons Road, which has now become extremely busy with the addition of Northlink shopping facilities, to assist elderly residents to access the Canterbury Southern Community Laboratories for frequent blood and other tests and the Northlink shopping precinct. We realise this could be a temporary proposal as we are aware that further future developments for Langdons Road are envisaged.

Please find attached 3 diagram sheets that help outline these points on plan.

I have highlighted what is more of a maintenance issue in that the entry crossing into Wesleycare needs to be widened on the eastern side as when west travelling traffic turn left into the property when another vehicle is exiting, they almost always clip the kerb.

I look forward to addressing the hearing on these issues when the time comes.

Yours Sincerely

Philip Clarke


ROHAN ARCHITECTURAL DESIGN


Item 8

Attachment D

Submission Number	Feedback	First Name	Last Name	Group/Organisation
38970/42722	<p>Introduction</p> <p>My name is Carole Evans and I live in a [REDACTED] Residential Village [REDACTED] we are independent and care for ourselves. We do our own shopping at Bishopdale or Northlands Mall, some of us walk or use the Bus some residents have mobility scooters, wheelchairs, motor cars or use a taxi service.</p> <p>We also have the opportunity to use an eight seater mini bus every Tuesday morning.</p> <p>We number about 80 independent men and women.</p> <p>The views on the proposed Wheels to Wings is a City Council and Government funded project estimated full costs not yet released.</p> <p>The proposal is a comprehensive far-reaching plan that looks as if the planner had no idea of the views and opinions of those who work and live in this busy residential, business area with buses, cars, waste collection vehicles and cyclists operating together.</p> <p>In my opinion totally over designed for an already busy road. I am disappointed with the lack of consultation and understanding of the impact this planned cycleway will have on this already busy road and the impact on residents, and road users and the following is a summary of my concerns:</p> <ol style="list-style-type: none">1. There is widespread dismay at the removal of much loved large trees which serve to purify the air and provide shade2. Impact on traffic flow and parking for established businesses3. Childcare facilities parking4. Hospitals easy access5. Rest Homes Staff and visitors parking6. Staff and visitor parking at Retirement Villages with close to 260 independent residents.7. Copenhagen bakery and restaurant that is well established on Harewood Road is very popular with both locals and visitors8. Rubbish bins and kerbside collection9. Parking restrictions on Marblewood Drive will affect residents and staff of WesleyCare Hospital10. There is an excellent bus services serving 3 different parts of the city but the narrowed one lane road will make it difficult for them to maintain their timetables11. High Schools students who cross the road at least twice daily to access Papanui High school will have difficulty crossing at peak time12. The residents who by law will be forced to back their cars into their properties will have to reverse over the cycle path and foot path and at times could find this difficult backing into cyclists and mobility scooters wheelchairs and walkers and residents with walking frames. <p>I believe this cycleway has a major effect on the combined local community there are cyclists who also believe the cycleway is over planned and consultation with locals should have taken place before the planner was commissioned to draw up a plan.</p> <p>The loss of our much-loved trees that help to keep down the pollution and provide shade is not acceptable, Trees are part of Papanui history being a forestry area and this heritage should be preserved for the future.</p> <p>I have noted that several long existing road safety issues along Harewood Rd, have been requested by the Community Board and residents for a number of years, have now been included in the plan by the Council to justify the proposed cycle way. I also note that these safety issues will only be undertaken if the cycleway is</p>	Carole	Evans	



	<p>approved.</p> <p>If there is a hearing I wish to speak to my submission.</p> <p>42722 – Second Engagement Feedback Still disagree with concept</p>			
38857	Please do not remove the trees at Bishopdale roundabout. Work with the trees - our world needs all the trees.	Lynette	Attewell	
37115	I cycle from Jeffreys Road to langdons Road every week. The proposed changes look very good to me..Crossing Harewood road is currently very tricky..	Marilyn	Wells	
38790 (Att)	No Feedback, attachment only	Simon	Kingham	

Submission #38790

Wheels to Wings – Papanui ki Waiwhetū Major Cycleway submission

Deputation/Submission to Christchurch City Council on Wheels to Wings – Papanui
ki Waiwhetū Major Cycleway

Name: **Simon Kingham**

[Redacted address]

MY SUBMISSION

Context

I am not a resident who lives in the vicinity of the proposed new cycleway, but I work nearby and would use it on some occasions. My submission is based more on my professional expertise.

I am a Professor of Geography at the University of Canterbury where he has been for the past 21 years; I previously held similar posts in the UK. I was also a member of the Regional Transport Committee (and its predecessor, the Regional Land Transport Committee) from 2002 to 2016; and was on the Christchurch Urban Development Strategy Forum. I research and teach on urban issues specifically transport and health, and have developed international reputations in these fields and have published widely on a variety of funded research projects. In addition I teach on a number of topics related to sustainable transport on a range of courses. This combination of in-depth up-to-date research and the broader knowledge required for teaching means I have a great deal of expertise on issues relating to urban transport. More information about this be found at:

<http://www.canterbury.ac.nz/science/contact-us/people/simon-kingham.html>

In addition since 2018 I have been seconded two days a week from the University to the Ministry of Transport as their **Chief Science Advisor**. This job entails me advising Ministry of Transport officials and ministers on the evidence base of their policies.

Some of my submission is based on a research project I conducted for the NZTA¹. This research investigated what type of cycling infrastructure would encourage 'new cyclists' (i.e. people who either do not currently cycle at all, or people who do not currently cycle for utilitarian trips) to use cycling as their mode of transport for daily activities in Christchurch. The research showed that safety was the most significant issue for potential cyclists. The solutions that were most likely to effect a significant change in cycle numbers related to the nature and consistency of infrastructure. It concluded that planners should develop a comprehensive, consistent network of cycle-only paths with separation from motor vehicles, and with dedicated intersection facilities. We now have a unique opportunity to implement this.

I wish to be heard in support of this submission.

Thanks



Simon Kingham

March 14th 2021

¹ Kingham, S, Koorey G & Taylor, K, 2011, Assessment of the type of cycling infrastructure required to attract new cyclists. NZTA Report 449. <http://www.nzta.govt.nz/resources/research/reports/449>

Submission

A few points that my NZTA report referred to above found that are pertinent to the Wheels to Wings – Papanui ki Waiwhetū Major Cycleway.

- The single biggest barrier to substantial uptake of cycling is that people do not feel safe. We need to make cycling feel safe and if we do people will use the bicycle as a mode of transport.
- Physical separation of those on bicycles from cars is the key.
- Shared paths are the least popular form of physical separation from traffic for cyclists (and pedestrians, although this was not the focus of this research), and therefore will not attract as many people to cycle (or walk).
- Consistency and continuity of route are crucial. If one part of the route cannot be sub-standard when the rest is of high quality design.

In addition, research tells us:

- Businesses do a lot better when roads are re-designed for walking and cycling. This includes removing significant numbers of parking spaces. The best and clearest example is work from New York City²³.
- There is also evidence from New Zealand to support the fact that those who travel by non-car modes visit shopping areas more frequently and spend more time compared with car drivers⁴. This report concluded that the economic benefits of road space re-allocation to sustainable modes outweigh the costs of lost car parking space.
- International research tells us that there will be a loud minority who object to cycle infrastructure; referred to as Bikelash. Two recent NZ studies tell us the same^{5 6}. The authors state that the key to managing this is leadership, design, planning, capacity-building and coalition-building.
- I have read of cases where Bikelash results in modifications in bike infrastructure that results in the quality of it being such that it no longer attracts new cyclists, and so the value of the investment is lost. Unfortunately this has happened in Christchurch.
- There is a wealth of evidence that shows the huge benefit in getting more people to travel by bicycle.
- Cycleways can add to the capacity of roadspace and carry more people. One of the strengths of the Wheels to Wings – Papanui ki Waiwhetū Major Cycleway is that by changing one lane from motor vehicles to cycle way increases the carrying capacity of street corridor.

² <http://www.nyc.gov/html/dot/downloads/pdf/2014-11-bicycle-path-data-analysis.pdf>

³ <https://www.fastcompany.com/90182112/want-to-make-money-build-a-business-on-a-bike-lane>

⁴ <http://www.nzta.govt.nz/assets/resources/research/reports/530/docs/RR-530-Reallocation-of-road-space.pdf>

⁵ Wild K, Woodward A, Field A & Macmillan A, 2017, Beyond 'bikelash': engaging with community opposition to cycle lanes. *Mobilities* 13, 4, 447. <https://doi.org/10.1080/17450101.2017.1408950>

⁶ Field A, Wild K, Woodward A, Macmillan A and Mackie H, 2018, Encountering bikelash: Experiences and lessons from New Zealand communities. *Journal of Transport & Health* 11, 130-140. <https://doi.org/10.1016/j.jth.2018.10.003>

Submission #38790

Overall and recommendations

1. Make decisions based on **evidence**. **This** tells us that:
 - a. The overall benefits of getting more people traveling by bicycle are enormous.
 - b. The main barrier to people travelling by bicycle is perceived safety.
 - c. The key to making people feel safe is to provide well engineered, good quality physical separated cycleways that keep people on bicycles away from traffic, and thus enable people to feel safe.
 - d. It is essential that the quality and integrity of the cycle infrastructure is maintained. Fiddling with the design and making is less attractive to potential bicycle riders will decrease the uptake of cycling for transport. Bikelash can result in modifications in bike infrastructure that result in the quality of it being such that it no longer attracts new cyclists, and so the value of the investment is lost. Unfortunately this has happened in Christchurch.
 - e. That most people are able and prepared to walk a short distance from where they are parked to access shops and other services/facilities
 - f. Overall research shows us that cycle infrastructure is good for businesses. Large amounts of doorstep on-street parking are not a pre-requisite for a successful business. In fact many businesses have found that people on bikes attracted by cycle infrastructure are good for their business.
 - g. That the majority of people in Christchurch (many who will not submit on this proposal) support investment in bicycle infrastructure. The 2011 Share an Idea was very clear how people wanted our future city to look. Cycling and cycleways were clearly supported by a huge number of people.
 - h. We are in a climate crisis. One easy and cost effective way to reduce our greenhouse gas emissions is encourage more people to travel by bicycle. Well designed cycleways can do this.



Thanks
Simon Kingham
14th March 2021

Item 8

Attachment D

Submission Number	Feedback	First Name	Last Name	Group/Organisation
37836/42136	<p>I am fully supportive of the route, seeing it as the only realistic option for a safe and reasonably convenient route for those who wish to ride a bike to the airport and beyond. The proximity to schools and the Bishopdale Shopping Centre confirms the route appropriateness.</p> <p>Overall I believe the design to be a good one. Some of the space allocation in my view does not conform to the recommended best practice cycle design standards. Please review these and make adjustments where possible. Of concern is the width allocated to single direction separated sections. Overtaking will become difficult where the width is less than 2.2m as experienced with Rutland Street and Colombo Street sections on the Papanui Parallel during busier periods. These widths will compromise the long term success of the cycleway which is being built for the next 50 years, a period where active and micro mobility transport will incrementally increase in popularity.</p> <p>Two areas where I believe further scrutiny and consideration are necessary. Firstly, observations in the area around the Copenhagen Bakery indicate that there is likely to be a safety compromise without additional traffic warning features of some description. Specifically, east bound traffic turning right into the car park will be attempting to utilise a gap in order to make the turn as quickly as possible. This puts west bound people on bikes in the lane at risk. Likewise, west bound traffic turning left into the car park requires good visibility to the cycleway on the left in order to be able to give way as required.</p> <p>The other area of concern again involves traffic turning across the cycleway at the entrance/exit into Mitre 10 Mega. Please consider the use of electronic warning signs (raised, or at ground level , cf bus interchange) to remind drivers to give way (preferably Stop) when exiting here and when turning right across the traffic to enter. Alternatively, I would be comfortable with a bi-directional cycleway from the Matsons Avenue intersection eastbound through to the traffic signals at the Railway crossing.</p> <p>I really look forward to an additional branch for our network of major cycleways. The NW of the city is notorious for its busy arterial roads (major and minor) and fast moving traffic. This route will provide a safer option for bikes that has been lacking for decades due to our recent history of traffic planning priority for cars as the only mode of transport that needs consideration. Bring it on.</p> <p>Thank you for the opportunity to make this submission.</p> <p>42136 – Second Engagement Feedback</p> <p>Generally supportive of most of the changes in the hope that the concerns of residents and businesses have been reasonably addressed without excessive compromise to the safety and user experience for those riding bikes, scootering or other devices using the cycleway. Particularly hope that the safety for school aged children has continued to be prioritised throughout the process. I generally support the comments made in Spokes Canterbury's submission. It's pleasing to see the design for passage through the roundabout has come through the consultation intact. Bold for Christchurch but I think it will work and look forward to using it. I am hopeful that the legislation requiring cyclists to give way to traffic crossing the cycle lane to access minor side streets will be revoked in time for this anachronism not to require such yielding of inconvenience and confusion experienced along Collins Street on the Little River Link cycleway. I support the slight narrowing of the single lane cycleways alongside bus stops to mitigate the risk for bus passengers when alighting from the bus. I query the need for this lane narrowing treatment outside of the entrance and exit of the Copenhagen Bakery and would prefer to see that if safety is indeed a concern at this location, that the vehicle lanes are narrowed. This is proven to slow vehicle traffic down and as a consequence will improve safety. I support the proposal that a single lane cycleway on each side of the road is built at the eastern end of the cycleway to the railway line. However I think there needs to be serious consideration of the risk from vehicles entering and exiting Mitre 10 Mega. Flashing warnings for turning motorists (cf Tuam Street entrance and exit to the Justice Precinct) and cyclists proceeding across the entrance/exits (cf bus interchange) would reduce the risk of conflict. Thank you for the opportunity to make these comments.</p>	Robert	Fleming	Wednesday Wheelies

Submission Number	Feedback	First Name	Last Name	Group/Organisation
37187	<p>I accept and would be keen to see a cycleway extended from Papanui roundabout to the airport.</p> <p>I would also like to retain the current roading of 2 lanes each way.</p> <p>in my view this could be achieved by having a combined footpath/cycleway on one side of the road only. for this to occur it would be necessary to widen the current footpath on one side and to take in some of the berm on that side.</p> <p>in my view it is essential to have cyclists protected from vehicles that may veer onto the path by providing a kerb.</p> <p>I accept that the current roundabout at the Bishopdale mall needs updating and the gum trees removed but I would like to see the current trees in the island barriers to be retained. in my view they are part of the character of the suburb. many of us have watched them mature for some 30 years prior to moving to another house in Bishopdale we lived on Harewood Road. we have witnessed the road get busier and busier and we can see no justification for restricting the flow to one lane each way</p>	Bryan	Wright	
37084	<p>Why don't you take out the centre Islands and put a cycleway/walkway down the middle of Harewood Road as they do in many areas of Europe? It would fix the issue of parking for the Charity Hospital and Copenhagen Bakery and be much safer for cyclists and pedestrians avoiding being knocked over or anticipating the same where people back out driveways! A win win situation! The proposed plan is ridiculous not only for the businesses but for residents of Harewood Rd - they will have no on street parking! The Armagh St developments are a perfect example where residents have no on street parking because their townhouses have not made allowances for people owning cars!! I visit a friend there frequently and have no where to park often having to go onto Fitzgerald Ave.</p> <p>I am a keen cyclist & love the idea of cycleways but some of the decisions that have been made around the city have not been very user friendly! Kind regards Janet Reeves</p>	Janet	Reeves	

Submission Number	Feedback	First Name	Last Name	Group/Organisation
36996	<p>I think it's a terrible idea. We need more lanes not less. It is only getting busier out this way so we need the lanes for the increase in traffic. There has been a local survey the cycle traffic and she found between 7am-2pm only 2 cycles went by this past week. Cycling is not an option for most people as a main form of traffic, people like myself need to drive as part of our job and be able to pick up and drop off children on our commute to and from work.</p> <p>I am horrified at the prospect of our gorgeous neighbourhood trees being torn down to make way for this cycle way. They are a part of what draws people to this neighbourhood and makes it so desirable. With climate change we need to keep as many of these well established trees as possible. Chch has most enough if it's icons, you can't take these away.</p> <p>I'm still not in favour of lights going in at corner Gardiners and Harewood either, it's only going to encourage more traffic and trucks to drive down our road as a main thoroughfare.</p> <p>I also believe that everyone should have the right to parking out the front of their house for visitors, especially with sub-developments, these days not everyone has ample parking on their property.</p> <p>To add to that, the businesses on Harewood road will be detrimentally affected for the point where I believe they will suffer a substantial decline in customers and go under. Copenhagen Bakery for example already struggles with parking availability, if their customers can't park there then they'll lose clientele. They have a high level of elderly clientele and they certainly can't cycle to the cafe and bakery, nor can they park blocks away and walk. It is an amazing business to have so local to us, as we don't have many cafes in this area, so it would be heartbreaking for our community to lose a business like that.</p> <p>I believe this would also make school pick up and drop off far more dangerous too, and far more congested. Yes we need a safer cycle way and crossing to school, but if we are to install a cycle way why can't we put the services underground (which is better for health and safety overall), reduce the huge berms and footpath along Harewood road, and utilise that area for cycle ways? That makes far more sense and less impact on us all here in the community.</p> <p>I am so deeply disappointed in the Council over this plan, the community really hasn't been considered in this plan.</p> <p>I also believe that everyone should have the right to parking out the front of their house for visitors, especially with sub-developments, these days not everyone has ample parking on their property.</p> <p>To add to that, the businesses on Harewood road will be detrimentally affected for the point where I believe they will suffer a substantial decline in customers and go under. Copenhagen Bakery for example already struggles with parking availability, if their customers can't park there then they'll lose clientele. They have a high level of elderly clientele and they certainly can't cycle to the cafe and bakery, nor can they park blocks away and walk. It is an amazing business to have so local to us, as we don't have many cafes in this area, so it would be heartbreaking for our community to lose a business like that.</p> <p>I believe this would also make school pick up and drop off far more dangerous too, and far more congested. Yes we need a safer cycle way and crossing to school, but if we are to install a cycle way why can't we put the services underground (which is better for health and safety overall), reduce the huge berms and footpath along Harewood road, and utilise that area for cycle ways? That makes far more sense and less impact on us all here in the community.</p> <p>I am so deeply disappointed in the Council over this plan, the community really hasn't been considered in this plan.</p>	Angela	Davies	

Submission Number	Feedback	First Name	Last Name	Group/Organisation
37901	<p>I have lived in Gardiners Road since 1976. Prior to recent surgery on both knees, I regularly cycled in the area.</p> <p>I have several concerns with regard to the proposed changes to Harewood Road in order to accommodate the Wheels to wings cycleway</p> <p>1. What traffic counts of cycle use along Harewood Road have been carried out? What are the numbers of people cycling along Harewood Road at different times of the day and on different days of the week?</p> <p>I would contend that the low numbers of cyclists currently using Harewood Road do not warrant the degree of accommodation for cyclists proposed for Harewood Road.</p> <p>The proposed changes to accommodate cyclists appear to be based on an assumption that they will generate increased volumes of cycle use along the route. For this to be a justification for such radical and expensive changes to Harewood Road is unacceptable. Are the proposed changes based on the needs of the community, or do they represent a Utopian concept of how the movement of people in the future should/might proceed.</p> <p>2. Traffic lights for the Harewood Road, Gardiners Road and Breens Road intersection are an absolute necessity and this project should be proceeded with immediately without being tied to the cycleway proposal.</p> <p>3. The creation of one-way separated cycleways on each side of Harewood Road between Nunweek Boulevard and the Bishopdale Roundabout (on all other sections of Harewood Road there is to be a cycleway on one side of the road only) is hard to justify.</p> <p>Continuing any cycleway route only along the north side of this section of Harewood Road would be a logical and less disruptive and expensive option.</p> <p>This would preserve on-street parking spaces along the south side of this section of Harewood Road.</p> <p>Re-alignment of the cycle way route through the roundabout and re-positioning of the traffic controls on the west side of the roundabout would be necessary and could be implemented without difficulty.</p> <p>4. The reduction of four-lane sections of Harewood Road to two lanes is fraught with potential congestion, conflict and safety issues.</p> <p>Current traffic count data will confirm the high volume of vehicles using Harewood Road, particularly between the hours of 7:00am and 9:00am and 4:00pm and 6:00pm.</p>	Des	Duffy	
37656	<p>Currently the Harewood Road between Crofton Road and Greers Road is very congested at peak traffic times, with traffic often backed up 500-600 metres in both lanes at a time. This causes vehicles to be sitting idling, and pumping car fumes into the atmosphere. And with the proposal to reduce the number of lanes from 4 to 2, is only going to greatly increase the congestion and pollution on this stretch of the community. This is unacceptable and as a proposal, currently makes no sense.</p> <p>It's highly unlikely that the majority of car drivers that regularly use this route are going to be getting out of their vehicles and using bicycles.</p> <p>If the thought is to create a safe cycle route for cyclists, why not narrow the median strip, narrow the grass berm and create a safe cycle lane on each side by doing that. This would create a safe uncongested passage for all road users and not interfere with rubbish collection or any emergency vehicles trying to get through. Emergency vehicles would struggle to get by with only one lane each way during an emergency.</p>	Murray	Falconer	

Submission Number	Feedback	First Name	Last Name	Group/Organisation
38361/42681	<p>This road should remain as it is, not modified to a major cycleway. It is a main carriage way for many various trades, residents, delivery and service vehicles. The road has got busier for a reason, to service many more of the population that have moved out of the city into new urban areas post-earthquakes, and need to commute to their jobs and activities from longer distances. The cycleway project design has many faults and the impact of this cycleway will have huge safety concerns. There will be carnage for these reasons – Accessibility to many elderly residents in this area to their properties, including huge loss of carparks outside their properties. Dangerous egresses to popular & well frequented businesses on Harewood Road for delivery vehicles e.g. Charity Hospital, Copenhagen bakery, Wesley Aged Care, Golden Age etc. Queuing of traffic, down to one lane at Breens Road, Gardiners Road intersection, outside popular and well frequented café bakery and other businesses. Safety impact, instead of being safer for cyclists and pedestrians it will be more dangerous for the majority of users – the vehicles having to negotiate large channels and curbs, queuing of traffic from people trying to get into other businesses, carparks, or looking for carparks, the narrow one lane of only 4.1 m is surely not compliant for a vehicle carriageway, and definitely not safe for large trucks or tradespeople, ambulances and fire engines. How does a rubbish truck negotiate the curbs and one laning?</p> <p>I frequent many businesses on Harewood Road, my Mother was a resident at Wesley Care facility. Loss of parking & excessive to businesses parking was always an issue to visit my mother, it is a very busy rest home the carparks off street are generally always full during the day, and there is limited parking out on the street. The staff must park somewhere also where will these people park now? What about elderly residents & visitors? What about the bus stop? It is moving further down the road. Not acceptable.</p> <p>Loss of parking for Palmers Road Funeral Home – it was difficult to find enough parks on the street when my mother passed away last year and her service was held at this lovely little residential funeral home, and I our neighbourhood where we all grew up. Many of her mourners come from this area, or drove from far away to celebrate her life at this funeral home. There were lots of extra parks on the street – Harewood Road and Wilmot St but in the design plan, they will all go, due to cul de sac formation, Housing NZ is currently building houses on Wilmot St and providing no off street parking, therefore tenants will be parking on the road outside Palmers Funeral Home. Elderly mourners to a funeral will have nowhere to park close by. Also Team Dental where I visit the dentist are concerned that people driving from Langdons Road will now need to do a U-Turn once they realise there is no thoroughfare to Harewood Road and therefore reverse into their carpark to do a u turn out back the way they came. Also their address is advertised as on Harewood Road but now there is no entrance from here, only from Langdons or Hoani St very confusing. Loss of ease of access – loss of business / viability</p> <p>Loss of parking outside Harewood Road superette, loss of parking outside Featherston Dairy will create frustration and loss of business as the limited carparks available, not directly outside may get utilised by neighbouring residents who have lost their carparks directly outside their properties. Customers will keep driving and not stop – Loss of revenue, potential loss of tenant & not available commercial property to lease out.</p> <p>Loss of parking immediately in vicinity of Copenhagen Bakery. This is a very popular and well frequented café and meeting place for myself and many senior citizens & non cyclists, who find it difficult to get around. Post-earthquakes this was a well favoured area to meet up with people. Safe and reasonably unscathed. I have been visiting this business since they opened. Many of their customers are over the age of 50 years old and driving to this destination for socialisation. This is also extremely important for elderly, lonely, disabled less active people. They get many visits from Age Concern and Rest Homes. This place has a great community feel and many in the community love coming here. If you take all the carparks away on the road – bar only a few in kirwee of their door, then they will be very upset, or they will not come at all. Plus there will be grave safety aspects of getting in and out of this popular destination due to the one lane, queuing from the lights and getting in and out of their carpark. They shouldn't have to have that kind of worry about their customers and their safety on their property, which has been forced upon them. The CCC should find some other solution to help them with the impact this cycleway would put on them e.g. other carparks, moving the garden out or digressing the cycleway into the berms to make room for parking or putting the cycleway in the middle of the road or cutting away with huge gutters & channels, step ups.</p> <p>Parking on the street, as minimal as it is, is limited, and only 2 metres wide, and with many elderly or senior citizens or disabled, less active people getting in and out of parked cars creates more safety issues with accessibility getting in and out of parked vehicles and into the line of incoming traffic in an already limited road vehicle lane of only 1.4 metres wide. Considering the traffic will be more constant and dense due to one laning, there will be more chance of getting side swiped physically, in person or a vehicle door getting taken out. Big utility trucks, delivery vehicles, fire engines etc etc all requiring good attention to parked cars in busy areas like the café, with no other lane to cross over into, to avoid people getting out of cars with limitations. How do these trucks negotiate deliveries and reversing into them?? Curbing safety hazards 0.9 m curbing for cycle ways and raised is accident waiting to happen. More obstacles for delivery trucks entering and exiting premises, they will require a wide sweep out to avoid them, plus look out for pedestrians & cyclists at the same time. Elderly residents and customers will struggle to negotiate them.</p> <p>Parking for elderly visitors, families & respite or nursing care. This road has many elderly residents still in their first family homes, who require good visibility and egress to their homes, driveways and good parking outside for visits. If they have no parking then they will be quite frustrated and possibly lonely and shut off.</p>	Craig	Shirley	

	<p>Other neighbours may abuse other parking options that do not correspond to their own residential allotment i.e. use a customer carpark at the Copenhagen bakery for their own visitors.</p> <p>OPTIONS:</p> <ul style="list-style-type: none">• No cycleway on Harewood Road. Make it safer with speed cameras• Reconsider viability on this project route – possible re route• Re-submit to the community and listen to its needs and have a more holistic approach, by being more inclusive and transparent• This route which was originally marked out before earthquakes is now an out dated plan <p>Christchurch has changed considerably since 2011, people have moved, become re-homed into outer suburbs, new housing areas, age & demographics, communities have changed, businesses have been pushed out, with many hurdles in last decade. Time for a new plan – new approach to infrastructure and how we should move about and get to our destinations.</p> <p>Cycleways are not going to get the numbers using them to justify their budget. Our population is getting older because we live longer, but we are so spread out in Christchurch now that we need more transport services that are clean & green and safer to use to get around. Spend the money here. Not all on cycleways, we need to travel distances and cannot all bike. Otherwise put it to the community with Councillors working for their communities and listening to them, not politically point scoring marching their own agendas.</p> <ul style="list-style-type: none">• Re-route to another road i.e. sawyers Arms from the Papanui parallel• Use the centre strip for cyclists both ways <p>42135 Second Engagement Feedback</p> <p>I have considered the options of cycleway designs, criteria performance details.</p> <p>I still maintain that this cycleway is not necessary and my main concerns are:</p> <ul style="list-style-type: none">• Access and safety of pedestrians, vehicles, and home and retail business owners, residential. These are the main priority and users of the population use of this roadway.• I am most concerned about the length of time, cost and inconvenience to home owners and business users. <p>If a cycleway of this magnitude is to progress, then my preferred option would be:</p> <ul style="list-style-type: none">• Concept 3. Which is safest for all users of this road along the four lane carriageway.• Less inconvenience to the road user.• Less impact on parking outside residences and businesses and safer for ALL users. <p>Cut out the berms and make more available for cycleway which are a huge waste of space.</p>			
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Submission Number	Feedback	First Name	Last Name	Group/Organisation
37698/42572	<p>I use my cycle to get to work and back, visiting other CHCH rate payers & to do shopping more than I use my motorcar...ie it is my main mode of transport.</p> <p>However, I have no issues with sharing the existing road with other forms of transport the CHCH ratepayers use and have done so for 30 years in Christchurch.</p> <p>2 of the 3 accidents I've had(none deem my fault) where due to cycle lane issues NOT shared road scenarios & the 3rd was on one of the South Island's busiest main highways at John's rd (now fixed with a tunnel).</p> <p>I am entirely opposed to "degrading" Harewood road for the majority of other people in the neighbourhood & those that use it just for the sake of some flimsy fanciful "Wheels to Wings" project theme somebody/ies have come up with to make themselves feel important & successful. No, hang on, more to the point for just a handful of cyclist who have learnt to know what they're doing and are happily riding down the invigorating journey of Harewood Rd in all its usefulness to transport. I'd hate to have to share a cycle lane with fair weather leisure cyclist doing 10 km/hr gazing at the sun with virtually no cycling skills for the probably 2 times a year "they feel" it's a lovely time to cycle...say... to the Airport. No doubt a lovely idea twice a year. But let's stay focused on what roads are for – effect transport!</p> <p>We 'the' cyclists could do with some more painted areas here & there on this Rd but no way the monstrous mountain of plans presented here.</p> <p>I require "a way" that is useful not fanciful. Numbers matter! Who's going to benefit from this huge cost? A handful of leisure cyclist and some learners (plenty of other options for both classes). Who's going to suffer lost of transportation options...me, thousands of Christchurch rate payers & more...all those currently using Harewood Rd.</p> <p>This group of plans is clearly showing the rumoured "need" for more practical spending in CCC projects is sadly indeed growing . I am personally not happy my money is being well spent here (...and I'm sure it will be coming from at least one of the coffers I am obliged to pay into).</p> <p>But particularly I do not support the messing around with the iconic Bishopdale "oval-about" and those lovely old huge trees. No definitely NO. They take a lifetime to grow.</p> <p>Again, this is a total misappropriation of funds for whom it will benefit, and besides its anti the CCC's policy...they do not supporting tree reductions...I tried to get some hideous silver birches opposite my place reduce in size(not even removed...which would be better!) for obvious reasons and was "opposed" & quoted the CCC policy on trees...piff, well if it works for them.</p> <p>The shared cycle path and all the 'waste of time'(literally) traffic lights in the proposed layout #5. is a disaster waiting to happen to the Bishopdale community and those users of the gloriously & racy Bishopdale oval -about. There is no way I'm going to fluff around waiting at no less than x4 sets of lights just to go east when on most days I don't even have to slow down from my comfortable 25 km/hr ...going straight down a perfectly good road!</p> <p>Does anyone on the planning team actually use a cycle for getting to & from work & doing errands in an efficient manner?? Very hard to imagine looking at figure 5. details for Plan number 11.</p> <p>So to wrap it up:</p> <p>Absolutely opposed to the Bishopdale roundabout traffic lights /share cycle way & will be speaking on this. So opposed to almost every aspect of Plan number 11.</p> <p>Opposed to the two way cycle way further east on Harewood road. Astounded at how all the hook turns and ramps and traffic lights and detours are going to do anything for me as a cyclist except impede/reduce my cycling options...let alone messing up everyone else's motoring experiences & private living conditions all the way along Harewood road.</p> <p>Opposed to plan number 13, 16</p> <p>I am also opposed to a 2.2m size of the one way cycle lane...they are an overstated impediment on other transport forms. There is no need for a one way cycle lane to be more than 1.5m wide. Also opposed to the size-able road impediments they are garnished with.</p>	Gerrit	Venema	

	<p>Opposed to this content of Plan numbers 6, 7, 8, 9, 10, 16, 17</p> <p>I hate the use of & the confusion/inconvenience of which side of road is in use of 2 way cycle lanes.</p> <p>Therefore opposed to 2 way cycle lanes on an important road way like Harewood Rd. Hence opposed to this aspect of Plan numbers 12, 13, 14, 16</p> <p>I am total opposed to any form of cycle way for transportation (ie where cyclist has no other option) that will mix pedestrians & cycles(Shared path) with no option of using the road. This is ludicrous...4km/hr meandering 3-4 abreast humans with 30km/hr straight line pumping cyclist??? Keep this for recreational pathways only please. Safety caps on please planning people. Hence oppose these parts of Plan numbers 2, 3, 4, 5, 6</p> <p>I am specially against the two way cycle lanes & the utter time wasting traffic lights controlling them. If they waste my time or interfere with my 20-30 km/hr progress (dependant on wind direction), I will find alternative options...I won't be using them. It would be very sad for the CCC to 'discover' their failure to provide practical options for transportation on Harewood Rd...after having spent up huge.</p> <p>Particular to Plan numbers 7 thru 16:</p> <p>This has to be approaching thousands of people you are "planning" to reduce their enjoyment of living at their homes & businesses in CHCH, not just a small group. Harewood Rd is a long road.</p> <p>This is not "progress" in any form whatsoever.</p> <p>42575 Second Engagement Feedback</p> <p>I could honestly not see any real changes to items I had concerns with expressed in my 1st submission, except that the lovely large trees are being retained in the Bishopdale round about.</p> <p>That being however, the Bishopdale "oval-a-bout" is still the most glaring issue. When I approached a representative at the Community information day with my serious reservations concerning the impracticality of actually using this quite absurd cycle-way system that has still been maintain in the plan, I got the most astounding answer: "Oh well yes it will take a bit of time to get thru, but you don't have to use it, you can still use the normal road & join in with the traffic if you want to get thru quicker" Gosh really??? How hazardous is that going to be with all the road side "impediments" being proposed for all the cars? Flabbergasted is all I can say. For your planners to actually know how useless the proposed round-about layout is for a regular cyclist and still promote going ahead & wrecking the place for everybody local is truly sad.</p> <p>The issue of cycle ways crossing from single to share (ie having to cross the road) - no change. Awful for a cyclist.</p> <p>The issue of the cycle way size and intrusion on 'other' users of Harewood - no real change. Not listening to the locals. Still embarrassingly wide for a cyclist. Continuing on the money wasting path that a very small number of people want.</p> <p>The question of how many cyclists actually bike from the City to the Airport (or visa versa)? Largely unanswered, just some counts done at some intersections with no indication of when/what time the sample was done. And even with this sketchy data 4 cyclist per hour would be the rate. FOUR cyclists per hour!!! That's not actually that much "usage" for all these millions of \$\$\$\$ is it. Reality could actually be even worse. One rate payer on Harewood rd just down from the round-about sat outside their place and did a count for the day. FOUR cyclists during the whole DAY! I cycle most days on the round-about but not down there and I would be very surprised at 4 cyclist/hour...maybe at 4:30-5:30pm maybe at 7:30-8:30am but I'm guessing that resident would be pretty right for the rest of the day...I can't believe the "150 per day" quoted to me by a representative at the Info session...& I bike with my eyes open!</p> <p>The Wheels to Wings Cycle way part of this project plan with respect to my 1st submission, continues to be a disgraceful misuse of public money, pandering to a pet project dreamed up in stylist's dreamworld, impacting a local community area where the locals largely either don't want it or don't like it or both.</p> <p>Well place, practically sized-to-needs cycle lanes can be great; but not this fanciful, residential property intimidating/degrading monster...& I don't live on Harewood Rd...I just feel for them.</p>			
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Submission Number	Feedback	First Name	Last Name	Group/Organisation
38212	<p>INTRODUCTION</p> <p>We are involved with three cycling groups. Members of these groups are aged in the 70's and 80's with one reaching 90 this year. One group has been operating for fifteen years and our two U3A Godley groups for over seven years involving a total of over 30 people. We use cycle paths, cycle ways and quiet/low volume-traffic roads around the city and on occasions venture out to Lincoln, Kaiapoi, Rangiora, and Motukarara. There has been a growing incidence of e-bikes in all three groups recently.</p> <p>Apart from in the four avenues/CBD area we are yet to see or experience the need or value of double sided cycle ways. Most use tends to be from commuters who are generally travelling in the same direction either going to or from work. We believe that in most situations a two way single path is adequate. In our view the development of double sided cycle way on Rutland Street trail produces no benefit to cyclists but incurs significant additional cost along with disruption to and devaluing of many residential and business properties. This also creates many parking issues for these properties.</p> <p>Having resided in the north west of Christchurch for over 40 years and attending St James Church at Johns Road end of Harewood Road, we are very familiar with the areas that you are looking to provide improved cycling facilities by the development of the "Wheels to Wings" cycleway. However, we are very concerned at the costs, excessive engineering, business and neighborhood disruption when other satisfactory alternatives are available.</p> <p>SUBMISSION</p> <p>We are concerned that your planning sequence is flawed. The general public should be made aware of the objectives in developing a cycleway in the Harewood area so that alternatives could be considered and draft plans produced. Early consultation would facilitate the gathering of major issues that your planners would be faced with, alternatives considered and then detailed plans produced. We are concerned with the cost and effort that has been involved in the production of the detailed plans recently provided for public consultation. The attitude that is being communicated is that: 'we have considered the objectives, looked at all the alternatives and completed all the planning and design and here is the result. What is wrong with this?'</p> <p>ALTERNATIVE FOR CONSIDERATION</p> <p>We believe that the development of a cycleway on Sawyers Arms Road would provide an equally satisfactory facility for cyclists at a much reduced cost and disruption levels. This could be accessed at the Harewood Road/Johns Road underpass and link onto Sawyers Arms Road via Waimakariri Road and then travel straight through to the Northcote Road intersection where options could be to link up with both the Northern Line trail and the Papanui Parallel cycleway which has already been extended from the Main North Road intersection to the existing Northern Line trail. This would also provide good access to the Cranford Street end to the new Northern Corridor cycleway.</p> <p>We are aware of concerns that NZTA may have regarding the use of Sawyers Arms Road for this proposed cycleway as I understand that they have a wish to retain it as a heavy traffic bypass through to eastern suburbs and Lyttelton. We believe that this view is somewhat misplaced as a cycle path has existed for many years beside QEII Drive and Anzac Avenue which would have to be the continuation of the heavy traffic corridor they are looking to protect.</p> <p>OTHER RELATED ISSUES</p> <p>As active cyclists, we are concerned regarding the quantity of cycleways that have been constructed in recent years which are now starting to show evidence of a lack of reasonable maintenance. There seems to be a desire to paint many parts of these cycleways, much is not necessary, but is not being maintained. In many areas, normal vehicle traffic is wearing the painted surface. Bordering trees and shrubs are not being adequately trimmed to provide cyclist with a safe passage. Many paths are starting to narrow with the growth of grass and weeds at the edges which are also damaging the track surface. Also in some locations tree roots are causing damage to track surfaces.</p> <p>There are many situation around the city where cycle lanes have been marked up which then disappear such as crossing Main North Road from QEII drive onto Northcote Road and crossing Harewood Road on Greers Road going south.</p> <p>We get frustrated with cycleways that are started but never completed as in parts of Wigram Road and Anzac Avenue. We would really appreciate projects being fully completed prior to new ventures being undertaken.</p>	Ross and Margaret	Nicholas	

	We have recently been in Dunedin and travelled out the Otago Peninsular to the albatross colony. We were most impressed with the cycle way that has been developed beside this roadway. In most situations no special curbing been constructed but the carriageway has been widened to accommodate the cycle path which is separated by the placement of raised concrete strips on top of the sealed surface providing satisfactory separation. We believe that this form of construction should be investigated as a very efficient and cost effective means of providing cycle ways in many areas. It was noticeable that little white and green markings were used on this trail, unlike the excessive predominance we are seeing around Christchurch.			
37673	This will create more traffic jams at the lights (Harewood/Greers). From Harewood to turn right to Greers we need the green arrow light 24/7 otherwise it will have more accidents. We still need to be able to park on the street, it's our way of life we have flat mates, friends, family who need to park on the street. The only way is to take out the trees & the island for the cycleway. I know Harewood Rd is dangerous for cyclists at the moment. I ride myself and I hate it, I am sure there is other ways to fix this. Copenhagen Bakery is very dangerous as people always open car doors without looking on traffic it is shocking. Gardiner/Harewood/Breens is long overdue for much needed traffic lights, it is so dangerous for everyone. Please make the right decision on this.	Sarah	Varnakomala	
38881 (Att)	Please see attached submission.	Bridget	Williams	Waimaero/Fendalton- Waimairi-Harewood Community Board

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Wheels to Wings – Papanui ki Waiwhetū Major Cycleway

Date: 15 February 2021
To: Christchurch City Council
From: Waimāero/Fendalton-Waimairi-Harewood Community Board
Contact: David Cartwright
Chairperson
C/- PO Box 73020
Christchurch 8154
[REDACTED]
Email: david.cartwright@ccc.govt.nz

Introduction

1. The Waimāero/Fendalton-Waimairi-Harewood Community Board ('the Board') appreciates the opportunity to submit on the Wheels to Wings – Papanui ki Waiwhetū Major Cycleway.
2. The Board does wish to be heard in support of its submission.

Comments

3. The Board and the previous Fendalton/Waimairi Community Board have long been supporters of cycling in and around Christchurch and the Wheels to Wings Cycleway project was included as a priority in the Fendalton/Waimairi Community Board's 2015-2016 Board Plan before the prioritisation of traffic signals at the Breens Road/Harewood Road intersection was requested by the local community.
4. Before making its comments on the cycleway design, the Board would like to express its concern that key local stakeholders were not engaged with nor their input sought, prior to the consultation design being created. The Board considers it essential that design impacts be discussed with local stakeholders early.
5. In supporting cycleways the Board considers that there is a fine balance between cyclists, parking and accesses and, taking this into consideration, the Board makes the following comments on the proposed Wheels to Wings – Papanui ki Waiwhetū Major Cycleway design:

Parking

- a) The Board does not support the loss of on-street vehicle parking proposed for this predominantly residential road. The Board considers it important that sufficient parking remains available to allow for residential visitor parking, for service vehicle accesses, home support worker vehicles and most importantly for emergency vehicles.
- b) The Board is especially concerned at the removal of on-street parking outside businesses located along Harewood Road and the impact the proposal could have on their viability. Two examples are the Copenhagen Bakery and the Trafford Street Dairy. Both of these businesses are very popular locally and but also receive a significant amount of business from passing traffic. The Board would strongly recommend that sufficient on-street parking is retained outside their premises.
- c) In relation to the proposed P5 on-street parking spaces allocated to the Copenhagen Bakery the Board would recommend that the timeline be extended to P15 to allow

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sufficient time for customers to safely cross the cycle lane and execute their takeaway transactions.

- d) In addition to a) and b) above, the Board also expresses its concern at the reduction in both on-street parking and accesses to the Charity Hospital, Bupa Bethsuda Rest Home and Hospital and Palmer Funeral Services. It strongly recommends that sizable access-ways for services vehicles and emergency vehicles as well as substantial wheel-chair friendly on-street parking for visiting/attending family and friends, be retained.
- e) The Board would also recommend that the business accesses along Whitchurch Place be retained.
- f) Nunweek Park is a very popular destination located at the intersection of Wooldridge Road and Harewood Road. Many sporting groups use the park, and cycling to a sporting event is not always a practical option. The Board is very concerned that the removal of any parking spaces around the park will have a negative impact on Nunweek Boulevard and the surrounding streets. Access to the playground will also be reduced if there is limited parking.
- g) The Board does note however, that the shared pathway on the southern side of Harewood Road by Nunweek Park works well and it would like to see this option considered in other sections of the cycleway including outside the Copenhagen Bakery.
- h) Bishopdale Park is another very well utilised amenity along Harewood Road, with not only the sports ground but the extremely popular Elephant Playground, and the Board is concerned that the removal of any carpark outside the park will force cars to park further into the residential Leacroft Street and Raleigh Street. It recommends that parking be retained outside the park.

Trees

- i) For many years the Board has advocated for the retention of trees in the Fendalton, Waimairi and Harewood areas and it is concerned at the number of proposed tree removals on Harewood Road and the Bishopdale roundabout, many of which are of a significant size and amenity value. The Board would ask that there be hard evidence that the removal of the trees on the roundabout is required for safety reasons.
- j) The Board does not support the removal of the large trees outside Kilmuir Lane and would recommend that other means be explored to mitigate sight line issues.
- k) While fully supportive of tree removals for health and safety issues the Board requests that when a tree is removed, a replacement tree(s) of equal size and grandeur be planted in nearby areas. The Board also expresses its concern that in removing a number of Council-owned trees for the cycleway there could be a perception that the Council can remove trees whenever it desires while residents require a costly Resource Consent as well as landowner permission.

Bus Stops

- l) The Board has noted that many bus stops along Harewood Road require relocation and it urges that access for these be easy, smooth, and do not require crossing a cycle lane. This is particularly important for the safety of patrons that are physically impaired.

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Traffic

- m) The Board applauds the inclusion of signalised traffic lights at the Breens Road/Harewood Road intersection to improve residents' safety concerns. For many years the need for traffic lights at this intersection has been raised by the community, Fendalton-Waimairi-Harewood Community Board and the previous Fendalton/Waimairi Community Board.
- n) The Board is aware that a significant number of residents are opposed to the reduction in traffic lanes on Harewood Road from two lanes to one, and in support recommends that alternative cycleway options be explored including shared pathways and the installation of a cycleway down the median strip. These could be the solution that provide a safe cycling option but also address the parking and access concerns.
- o) With the number of proposed traffic signals around the Bishopdale Roundabout the Board has concerns about congestion and asks whether robust congestion modelling has been carried out.
- p) The Board is also disappointed that no modelling information has been provided on the possible flow-on effects that turning of Harewood Road into a single lane will have on Sawyers Arms Road and the smaller residential streets, nor on how they will be managed.

In conclusion

As mentioned at the beginning of this submission, the Board is fully supportive of cycling as a means of transport around Christchurch and of the need to provide city-wide safe cycling options. The Board does however, question whether the spending of \$19 million on a cycleway at a time when the Council has limited funds and is proposing increased rates, sends the right message to residents. The Board would prefer to see less expensive options explored that include a more pragmatic approach to parking and accesses, such as a widened shared pathway down both sides of Harewood Road and a cycleway down the centre of Harewood Road, from Bishopdale roundabout to Waimakariri Road. It would also recommend that, to prevent the blow-out of an already expensive project, that there be a contracts cost assigned so that any over-runs are not the responsibility of the ratepayer.

To finish, the Board would strongly recommend that any subsequent designs or significant modifications to the current design is made available for the community and the two Community Boards for feedback.



David Cartwright
Chairperson
Waimāero/Fendalton-Waimairi-Harewood Community Board

Note:

Although not part of the Board's official submission, we have attached Appendix A which is the notes from a recent public meeting on the proposed project. The Board believes this provides a good overview of the feelings of the local community.

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APPENDIX A

NOTES FROM WHEELS TO WINGS CYCLEWAY PUBLIC MEETING - 11 MARCH 2021

Meeting hosted by Councillors Aaron Keown and Sam MacDonald.

Elected members present: Mike Wall (Fendalton-Waimairi-Harewood), Emma Norrish (Papanui-Innes), Debbie Mora (Halswell-Hornby-Riccarton) and Councillor Phil Mauger (Coastal-Burwood).

Approx 100 members of the public in attendance.

Issues raised by attendees: (as part of the group discussion)

- Bus users - getting on and off, having to cross the cycleway.
- What is the exact number of current cyclists using Harewood Road - seem to be varied answers and some have been told the last count was done many years ago. People are being told that the cycleway will increase the number of cyclists by 20%...but 20% of what?
- Traffic lights - green turning arrows essential but often not working.
- Impact on emergency services if number of lanes are reduced. One attendee said she had spoken to St John's who were unhappy with the design and concerned about the possible increase in time to get to an emergency - could cost someone their life!
- Please fix pipes/infrastructure first - don't waste money fixing a road that ain't broke!
- Why isn't Sawyers Arms Road considered a better option?
- Has Wairakei Road been considered - given the large increase in businesses and number of employees (e.g. Taits and Sir William Pickering Drive business park)?
- Very few people appear to use the cycle underpass at the Johns Road end of Harewood Road.
- How did the \$20m cost come about when other cycleways in the city have costs much more?
- General agreement from the group that a shared cycle/pedestrian path would suffice (like many places overseas).
- What about a two-lane cycleway on the north-side of Harewood Road and leave the south-side as is.
- Support the idea of cycleways and making it safer for cyclists, but given the Council's current financial situation, is this the right time to be spending such a large amount of money on a 'nice to have'. Even if NZTA stump up half the money, \$10m is still a huge amount that would be better spent on infrastructure repairs.
- Many were concerned about tree removals involved in the design (particularly the Farrington Ave round-about and Nunweek Park).
- Why not run a trial where they block off a lane on each side for a period of time and just see how the traffic moves?
- Loss of parking at Nunweek Park of a major concern as the area is already experiencing major congestion issues when sports are on.
- Feedback from bus-drivers that they are concerned about holding up traffic as people get on and off.
- One attendee stated they were told by staff at a drop-in session that if there is no cycleway then there will not be lights put at Breens/Harewood. People felt they were being blackmailed.
- A number of retirement homes along Harewood Road - concern for staff doing nightshifts around carparking.
- People understood the need to have an initial design for the public to start thinking about, but feel this design has gone too far without community input.

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- People appeared to like the idea of the cycleway going down the centre, however someone noted that tree roots would cause problems for this idea.
- Concern re cost over-runs.
- Safety issues for people coming out of Bishopdale Mall onto Harewood Road.
- Concerns regarding access to places like Mitre 10 Mega as the traffic has significantly increased in that area.
- Has the future requirements of replacing underground infrastructure along the route been considered? Would hate to see the cycleway going in and then being ripped up again not long after to replace pipes etc.

Comments from attendees: (verbatim - directly from sticky sheets)

- Safety issues - Emergency services unable to get to medical events, Fire Service to fires, use of jaws of life (trucks too large to get to those affected).
- Wheelchairs and those using walkers attempting to get on/off buses using ramps.
- Parking - Bishopdale Park and Nunweek Park for sports/community events.
- Lights at Breens/Harewood!
- DO NOT TOUCH OUR TREES!
- Shared pathway.
- If the design alone has cost \$5m then God help us!
- SCRAP THE WHOLE PLAN AND START AGAIN WITH "COMMUNITY" CONSULTATION.
- Foodstuffs twice a day, 7 days a week, deliveries to New World, also other HUGE trucks (Coca Cola, liquor, bread, milk) trying to turn into Bishopdale Mall from one lane over a cycleway.
- Non-compliance to the Local Governance Act Section 14 - in particular the 6 items which must be adhered to.
- DO LIGHTS AT HAREWOOD/GARINDERS!
- Lights and 4 lanes.
- Save the trees.
- Plant natives.
- Don't spend \$\$ we haven't got.
- We want the Harewood/Breens traffic lights.
- Whole process should go to the Ombudsman.
- Leave Harewood Road as it is and make footpaths and berms foot and cycle traffic. Its Council land anyway so less maintenance for owners at less cost for all.
- We want/need lights at Harewood and Breens and have done for years. Harewood Road was built 2 lanes in foresight, removing this is going backwards.
- This has been ongoing for over 12 years - time to end this nonsense. Nothing of our rates gets spent on this side of town, we seem to fund development everywhere except our own patch.
- Light - yes, cycleway - no. Do not single lane Harewood.
- We want lights only!
- Do not try and fix something this is not broken.
- Share the current footpath with cyclists and pedestrians.
- Leave the four lanes alone!
- Fix water pipes and infrastructure before wasting ratepayers money.
- Safety is the most important thing. Traffic lights need to be put in.
- Safety!!! Human driving behaviour and future development of the wider area need to be considered.
- Emergency services!
- Water pipes

Item 8

Attachment D

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- Getting out our driveway.
- Really a waste of time and money. Lights at Breens would be better.
- Lights Only at Gardiners Road. Shared pathway. Trees remain round roundabout. We do not want single traffic lanes on Harewood Road.
- Agree with the lights at Breens/Harewood
- How on earth are emergency service going to emergencies going to get through the traffic jams which are going to happen. I'm not going to die just because there MAYBE a few cyclists on the roads.
- Just do the lights!! Dual footpath/cycleways. Leave the rest.
- Cycleway 2-way one side North and lights at intersections. Hear hear! Need lights. Stop wasting all money.
- The traffic lights are needed before anything (ditto)
- Take out grass berms and create dual path/cycleway (ditto)
- Lack of consultation appalling!
- Use the grass berms for cycle and pathways.
- Money excessive!!
- Parking needed on both sides of road.
- How will the rubbish trucks get on?
- Backing out of driveway will be extremely dangerous.
- What about ambulances and fire engines being held up. Safety first!
- Safety – related parking for Saturday community sports @ each park.
- Put lights at Harewood and Breens and lights at Wooldridge and Harewood and please sit back and you will see that's all that's required. Leave Harewood Road as it is.
- Harewood Road should still be classed as a main arterial roadway!!

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Attachment D

Submission Number	Feedback	First Name	Last Name	Group/Organisation
38997	I do not like the idea of a cycleway on Harewood Road. The part between Papanui and Greers Rd is already single lane. Narrowing it only makes it more dangerous. It is a main arterial route for support services in the northwest. I have run my carpet laying business from my address for over 20 years. Every morning I have 6 vans that come and load up and go to days work because I operate from home. I am a 4 car household and park on the road as it is as I don't have the room. Parking is already at a premium on Hoani, Sails, Chapel, Ellery and Langdons Road as it is, you just can not get a park. I don't see why I should have to park miles from my home at night and I just cannot operate my business.	Dave	Taiepa	
37721	<p>That "The Wings to Wheels" - Papanui ki Waiwhetu Cycleway project be dumped and totally restarted again as the project as proposed does significant damage to businesses and Community Facilities along the entire length of Harewood Road and is therefore totally unacceptable.</p> <p>Reasons in support of the above proposal:</p> <p>A) This Project in this current design is totally anti-business and anti-community in the way that the project is to be built. Further, the Fendalton/Waimairi/Harewood Community Board rejected the proposed plan as unacceptable to them and therefore this project must be re-started from scratch (the absolute beginning).</p> <p>B) All comments provided will be in picture number order plus any associate pictures or diagrams related to that picture.</p> <p>a) Picture 1 - Copenhagen Bakery: It is absolutely appalling that a cycleway is proposed to be constructed in front of the bakery. This business transferred from the Inner-City to its current location as a result of the Christchurch Earthquake, 22nd February 2011. How can people get to the bakery when all of roadside car-parking on Harewood Road is removed? Just making the presumption that people can walk further to get to the Bakery does not show good design planning from the Christchurch City Council (hereinafter CCC) as no consideration appears to have been taken of who their customers are, their age, can they walk the extra distance and what affect this will have on the Copenhagen Bakery. The proposed design is unacceptable.</p> <p>b) Picture 2 - Wilmot Street Cul-de-sac at Harewood Road: The proposal to close Wilmot Street at Harewood Road and convert Wilmot Street to a cul-de-sac is totally ridiculous. This proposal shows no consideration for the fact that Palmers Funeral Directors and Harewood Dental are on the corner of Harewood Road and Wilmot Street and that they will need access to extra roadside car-parking when necessary. The CCC must be aware of this as it must have granted the necessary resource consents for the businesses to operate and to install a cycleway here is not acceptable. Further, the CCC must also be aware that there are about 50 new houses being built on the corner of Wilmot Street/Hoani Street and that to close Wilmot Street would only add further pressure to traffic making use of Hoani Street, Ellery Street and Langdons Road. On these grounds alone the cycleway should not proceed. The CCC is not here to deliberately destroy businesses as this is what Picture 2 shows that the CCC ultimately will do.</p> <p>c) Picture 3 - Sails Street/Harewood Road Intersection (exit only): To turn Sails Street into a one-way exit only from Sails Street to Harewood Road needs changing. It should be a Left turn into Sails Street from Harewood Road and a Left turn out of Sails Street into Harewood Road. The reason is simple, having Sails Street as a one-way exit only will add extra pressure to other streets going from Harewood Road to Hoani Street.</p> <p>d) Picture 4 - Chapel Street/Harewood Road Intersection (entry only): The proposal to convert Chapel Street to an entry only is stupid. The CCC and presumably the cycleway planners know that the Chapel Street Methodist Church is located beside Papanui Mitre 10 and therefore requires easy access to the Church Car Parks for attendees. This plan deliberately removes roadside car parking and is totally unacceptable in design. The CCC needs to negotiate an agreement With Mitre 10 and fully funded by the CCC in perpetuity for The Chapel Street Methodist Church to use the Mitre 10 car-park at Weekends.</p> <p>e) Picture 5 - Harewood Road/Farrington Avenue/Highsted Road Roundabout Changes: The proposals to alter the Harewood Road/Farrington Avenue/Highsted Road Roundabout are unacceptable in the proposed format. Firstly, the proposed number of trees to be removed is excessive as there is only one tree that actually interferes with the operation of the proposed cycleway through the roundabout and therefore only that one tree should go in the project if the project was to proceed.</p>	Philip	Haythornthwaite	

	<p>f) Basic Works First Please: The CCC Mayor, Councillors and Staff must take notice of the fact that this proposal has been rejected by the Fendalton/Waimairi/Harewood Community Board and thought needs to be put into improving all basic facilities along Harewood Road. A very good example of this is the urgent need to have a right turning arrow installed at the Horner Street/Papanui Road/Main North Road/Harewood Road intersection so that vehicles travelling south desiring to turn right from the Main North Road into Harewood Road can do so with ease as it takes a long time to turn here in comparison to the Main North Road/Cranford Street intersection. The Orbiter Bus Route makes a right turn at both intersections, with ease at the Main North Road/Cranford Street intersection but with extreme difficulty at the Horner Street/Papanui Road/Main North Road/Harewood Road intersection, sometimes taking between 5-7 minutes to successfully turn right into Harewood Road. The Orbiter Bus Route Runs along Harewood Road until it turns left into Greers Road (Orbiter Anti-Clockwise) or runs along Harewood Road until it turns left into the Main North Road (Orbiter Clockwise).</p> <p>C) CONCLUSION</p> <p>This submission is by no means complete. It has been sent in now to ensure that it is submitted</p> <p>prior to the initial closure date of 22nd February 2021, ironically the 10th Anniversary of the Christchurch Earthquake. This cycleway proposal is as bad as that. Destructive to Harewood Road</p>			
38995	<p>I do not want a cycleway on Harewood Road or anywhere else in the city.</p> <p>\$19 million would be better spent on Council infrastructure such as pipes and other important services.</p>	Tim	Armstrong	
42693	<p>I feel encouraged that CCC has shown an effort to take feedback and make suggested changes.</p> <p>I enjoyed the walk in session to see the entire plan in full and speak with reps. There is too much of a negative attitude online (FB community groups), that's causing a lot of "noise" to fully appreciate this proposal.</p> <p>I think the proposed changes are positive and I hope it goes ahead. I think the shared path is less imposing and I appreciate that on street parking is needed but keeping the path clear from these cars (and doors opening) and people crossing the path will be interesting. Also making sure there are clear markings. I notice pedestrians using a marked shared path are likely to stick to their side, while others without markings (like the trail by the railway line) walk everywhere! This increases the chance of cyclists colliding with pedestrians etc. there needs to be sufficient space to overtake safely. Also let's make the crossings of roads clear for both path users and cars. They can be very complicated in central city. Greers Rd/Harewood Rd is currently hazardous to those crossing so this would be one area where clear signals are desperately needed.</p> <p>I despair with the number of negative comments online for this proposal. I think CCC need to invest some resources to try change the attitudes. I know this is a big job. I sense the negative characters in my area are older people who think cycling is a utopian view but it needs to happen! How do we get them on bikes? E bikes make it easier for this demographic to cycle. They just don't know it and are stuck with the car mentality. It's too easy to get in a car in Chch. How do we promote the advocates who already do this and the public health benefits for this group? Especially for locally trips. Open their eyes to the use of e bikes (how do you make it affordable?) and cool network that can be navigated safely (group rides?).</p> <p>Also for kids, it's clear that many kids don't cycle due to safety. Let's showcase this. The trail by the railway is one example of heavy use for school kids. What would be the impact if that trail wasn't there? I suspect that many more cars would be chocking up the roads. I'm hoping that this path will offer an alternative to our school journey as we currently try to cross Greers Rd (Island by condell Ave) and avoiding condell Ave to get to rail trail. Condell Ave has too many parked cars that narrows the road and it's busy.</p> <p>I use Harewood Rd to cycle to the airport (when I don't have a lot of luggage). Love the tunnel! However the bike lane disappears on Orchard rd and the roundabout it a bit tricky. I always struggle to know where to go on my bike after the roundabout. The bike racks are a bit hidden and not very secure. I know that's an airport issue but it's a part of a bigger picture. Happy to speak if you need a supporter and a parent who currently bikes with a child to school (Bryndwr) and airport. Big advocate on cycling!</p>	Lucy	Rivas	
38959 (Att) 42765 (Att)	See attached	Fiona	Bennetts	

Wheels to Wings – Papanui ki Waiwhetū

General Comments

The Wheels to Wings cycleway provides a necessary link in the Christchurch network of safe cycling infrastructure. It will enable safe and direct access to:

- Shopping centres, including Northlands Mall in Papanui, Northlink in Papanui, Bishopdale Village Mall, and Spitfire Square at the Airport;
- Businesses in Papanui, Bishopdale, and Harewood, including Mitre 10 MEGA, Bunnings, Raeward Fresh, Copenhagen Bakery, Trafford Street shops, and many more;
- Schools, including Harewood, Roydvale, Cotswald, Bishopdale, Wairakei, Isleworth, Emmanuel Christian, St Joseph's, Allenvale, Waimairi, Casebrook Intermediate, Breens Intermediate, Papanui High, Burnside High, and preschools/playcentres; and
- Parks and recreational areas, including Graham Condon Recreation and Sport Centre, Papanui Library, Papanui Domain, St James Park, Bishopdale Park, Bishopdale Library, Nunweek Park, and more.

The cycleway network is used across the city (and beyond to Waimakariri and Selwyn Districts) by all manner of bicycle riders, for all manners of purposes. The task of designing a route that is safe for all ages and abilities, while also being direct enough to be useful, and fast enough to be practical is no mean feat. Not all bicycle riders are fast or confident, so provisions must be made for faster cyclists to overtake slower cyclists via minimum width paths/lanes. Provisions must also be made for other path users (whether legal or not), such as mobility scooters, push or electric scooters, skateboards, pedestrians with or without prams and/or dogs. The safety considerations are significant and not to be underestimated. On street parking presents one of the largest hazards, as it prevents line-of-sight between cycleway users and motorists. Other barriers include signage and foliage. Reducing the speed of motorists is highly desirable, as the outcomes of any collisions are directly related to impact speed. Providing adequate space for all road users is important, including flush medians etc.

Driver education is required. Drivers need to be reminded of the speed limit (50, not 60 km/h), how to use a flush median strip, how to indicate appropriately, safe following distances, as well as courtesy such as letting the bus re-enter traffic. Please enforce any parking bans. Drivers also need to know that just because there is a cycleway, it doesn't make it mandatory for all bike riders to use them. When I'm riding at 30+ km/h it is safer for other cycleway users if I ride on the road, not to mention the fact I couldn't maintain that speed on a shared path with all the stops.

The finished surface of the road and cycleway should be quiet, fast, and safe (e.g. loose chip swept away frequently, but ideally asphalt laid down). The environment needs to be safe for

pedestrians and other mobility devices too. Will the speed humps endanger pedestrians or bike riders more than a raised safety platform to assist pedestrians cross the road? There doesn't appear to be enough thought given to pedestrian safety.

Cycleways are used by riders all across the city, not just by the people who live closest to them. For example, someone might live in Cashmere but work in Bishopdale, or someone might live in Harewood but study at Ara or UC. The web of cycleways only truly functions as a network of interconnected safe cycling infrastructure. The gaps in the current network make cycling too dangerous or scary for some. These gaps need to be closed by the creation of Wheel to Wings, Nor'West Arc, and other connections across the city. Only then will the intentions of the cycleway network be realised.

I support the overall intention of this new MCR, and offer the following improvements to make the Wheels to Wings – Papanui ki Waiwhetū Major Cycleway a success.

The following numbers refer to the detailed plans, numbered 1-17, as shown on <https://www.ccc.govt.nz/the-council/consultations-and-submissions/haveyoursay/show/375> :

1. Whitchurch Place and Waimakariri Road

I support the improved access to the Johns Road underpass, the additional shared path along Waimakariri Rd, and the extension of the school speed zone and 50 km/h zone.

- Would it be more consistent to have the speed limit on all of Waimakariri Road made 50 km/h? The road environment feels more like a 50 km/h zone.
- What is the purpose of the proposed post and cable fence along Whitchurch Place? It is a danger to cyclists and pedestrians. If the intention is to prevent parking on the grass, could painted parking spaces or big white boulders be used instead, enabling cyclists can navigate around them?
- The 2m-wide shared path on Whitchurch Place specifically is too narrow for bi-directional use. Please consider widening this bi-directional path to 3m. CCC's 2013 Cycle Design Guidelines (CDG) 4.2, page 68, recommends 1.5m each way so 3m total width.
- Please include an access ramp onto the cycleway on the east side of Waimakariri Road for southbound cyclists (i.e. approaching Harewood Road from Sawyers Arms Road), so they don't have to turn onto the cycleway where the road narrows. Perhaps an angled sealed access opposite Whitchurch Place?
- Please include adequate lighting around and through the underpass, and good signage for destinations and distances.
- Please include handrails at each stopping point for the Waimakariri Road crossing.

2. *Harewood Road - 750 to 714*

I support the installation of a raised safety platform and signalised crossing outside Harewood School.

- The approach to this crossing needs to inform motorists of the signalised crossing and raised platform, with appropriate signage and other traffic calming measures, without cluttering the space and obscuring the sightlines between pedestrians, bicycle riders, and drivers.
- Please include handrails on both sides of the signalised crossing.

I support the widened footpaths to make them shared paths.

- Please include signage and paint marks to inform users it is a shared bi-directional path, requiring courtesy by all users.

3. *Harewood Road - 690 to Watsons Road*

I support the existing path being widened to a 3 metre wide shared path.

- Please include signage and paint marks to inform users that it is a shared bi-directional path, and that courtesy is required by all users.
- Please include handrails on both sides of the Stanleys Road crossing and clear signage that pedestrians and cyclists are to give way to on-road traffic.

4. *Harewood Road - 658 to 586*

I support the existing path being widened to a 3 metre wide shared path.

- Please include signage and paint marks to inform users that it is a shared bi-directional path, and that courtesy is required by all users.
- Please ensure the parking restrictions are enforced.

I support installing traffic signals at the Wooldridge Road intersection.

- Please include handrails at all stopping points at this crossing

I support the increased width of the shared path alongside Nunweek Park.

- Please include adequate surface signage, such as those used in Hagley Park.

5. *Harewood Road - Nunweek Park to 547*

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- Where the shared path splits into a separated footpath and cycle path, the cycle path needs to be as wide as possible as it is bi-directional.
- Please include adequate signage so that users know which path to use.
- Alternatively, please consider extending the one-way cycle paths beyond Nunweek Boulevard, up to Wooldridge Road, which will better serve the properties on the north side of Harewood Road, possibly save some trees, and create a slower speed environment for drivers who are notorious for speeding here. Please retain the crossing/traffic signals at Nunweek Boulevard, either way, as this will assist in slowing drivers down and bus users crossing the road.
- Please consider including cycle stands near the Nunweek Park Playground.

6. *547 to 519 Harewood Road*

- The crossing just west of Nunweek Boulevard could be confusing to drivers, who assume the entry/exit from Nunweek Blvd is part of the signals (e.g. Straven Road/Matai Street West versus Grassmere Rd/Main North Road).
- Could the entire intersection be controlled with traffic signals, with induction loops to trigger the cycle crossing phase?
- What is the cost/benefit analysis? This could prevent some of the rat-running along Le Roi Way and Trafford Street.
- Please include handrails at both the Harewood Road and Nunweek Boulevard crossings.
- Please consider including a raised safety platform at the juncture of Nunweek Boulevard and Harewood Road to make this safer for pedestrians and cyclists alike.

Spokes supports the one-way separated cycleways on both sides of the road.

- Would it be possible for these to be made any wider to allow safe overtaking of slower riders, mobility scooters, and trikes? I would like to see 2.4m-wide lanes as per Cycle Design Guidelines 2.4.1. Note that if the path is too narrow, faster cyclists will cycle on the road or will choose to leave and rejoin the path to overtake slower cyclists.

7. *Crofton Road to Copenhagen Bakery*

- Please consider building a refuge island for pedestrians and to prevent drivers from cutting corners at both Crofton/Harewood and Trafford/Harewood intersections. Alternatively, perhaps instead of the road humps, a raised safety platform for pedestrians crossing the street would be more helpful.

I support the one-way separated cycleways on both sides of the road.

- Would it be possible for these to be made any wider to allow safe overtaking of slower riders, mobility scooters, and trikes?
- Please ensure there is adequate signage to warn drivers to give way to cyclists.

I support the markings to allow more space for U-turns.

I support the removal of one traffic lane in each direction to allow for the cycleways and some on-street parking. I support the installation of cycle parking outside Copenhagen Bakery.

- Removing some further car parking outside Copenhagen Bakery would improve safety and reduce sight-line issues entering and exiting the premises.
- Yellow and black speed humps at entry and exit crossings would improve safety by slowing vehicle speeds.
- Signals to warn vehicles turning into Copenhagen Bakery of approaching cyclists would be desirable, as visibility of cyclists seems poor, especially for right turning traffic (entering carpark from north side of Harewood Road).

8. Harewood Road - Gardiners Road, Breens Road intersection

I support the installation of traffic signals and separated cycleways on both sides of Harewood Road.

- Please ensure the phasing is safe for cyclists and pedestrians, i.e. ensure left- and right-turning arrows and the length of phase allows for multiple riders of varying speeds.
- Please keep the cycleways as wide as possible and as consistent as possible. The reduction to 1.8 metres is noted as being 0.6m less than CDG standard, which will reduce the capacity for cyclists to cross in a single traffic signal phase if there are more than a couple of riders and the phase is short.

9. Harewood Road - 404 to 364

I support the one-way cycleways on both sides of Harewood Road, which necessitate the removal of one traffic lane in each direction.

I support the markings to allow more space for U-turns.

- Please consider including a raised safety platform crossing for Leacroft Street, in place of the road hump, to make it safer for pedestrians.
- Please install black and yellow speed humps at the entry/exit to the Charity Hospital on the roadside (already installed on the property side).
- Please install cycle stands/parking at the 'Elephant playground' in Bishopdale Park.

10. Harewood Road - 364 to 322

- Please consider including a raised safety platform crossing for Cotswold Ave and Bishopdale Court, in place of the road hump, to make it safer for pedestrians.
- Please consider installing traffic signals at Bishopdale Court and merging the cycleways on both sides of Harewood Road at that point (on the east side of the intersection), to increase safety of all road users. The bus stops could then stay in their current locations without conflicting with the cycleway/shared path on the central island median, and the number of general traffic lanes can be maintained.
- Installing traffic signals with turning arrows at Bishopdale Court would make entry and exit from Bishopdale Village Mall safer for all users – pedestrians, bicycle riders, and motorists. Putting space between the other proposed traffic signals at the roundabout would aid in minimising confusion.
- What would be the cost/benefit analysis of doing this, and what other options been considered?

11. Bishopdale Roundabout

I support the additional right turn lanes around the roundabout, which will hopefully make it clearer where people are going. I support introducing a 4-metre-wide shared path through the roundabout, but would prefer the path is clearly delineated between pedestrians and bicycle riders. If not, clear signage and paint markings need to make it clear that it is a shared path and that all users need to be courteous to each other.

I support Highsted Rd and Farrington Ave remaining controlled by Give Way signs rather than introducing traffic signals. I also support the additional crossing points and shared paths to make transitioning on/off the cycleway at Farrington Ave and Highsted Road safer.

- Will the shared paths be wide enough and well sign-posted/painted?
- Can all of the abutting footpaths become shared paths, i.e. the south-eastern corner too?

I acknowledge that this is the best solution given the current physical environment, and note that the less-than-optimal solution in terms of safety highlights the problem of retrofitting cycle paths to existing road layouts.

12. 250A to 214 Harewood Road

I support the installation of a bi-directional cycleway only on the north side of Harewood Road, which necessitates the removal of some on-street parking.

13. Harewood Road and Greers Road intersection

Please ensure that the turning arrows are always operational, as this intersection can be frustrating – and dangerous with red-light runners. Insufficient turning phases have created rat-runs through quiet streets, e.g. Harris Crescent-Blanch St-Condell Ave-Jennifer St.

I support the installation of hook turn boxes (clearly marked, and with induction loops).

- Please confirm that there will be an in-ground trigger for the cycle crossing light

14. 188A to 154 Harewood Road

I support the installation of a bi-directional cycleway on the north side of Harewood Road.

- Please relocate the proposed pedestrian island west of Harris Crescent to east of Harris Crescent near Featherstone Dairy.

15. 152 to 108 Harewood Road

I support the cul-de-sac treatment at Wilmot Street, although a one-way in or out treatment would also be acceptable, with cyclists and pedestrians having right of way.

- Please install an additional pedestrian island near the bus stops around Wilmot Street.

I support the installation of a refuge island at Harris Crescent (eastern intersection with Harewood Road) to assist pedestrians to cross this wide intersection.

16. Harewood Road (Sails Street to Mitre 10 MEGA)

- Please consider including the intersection with Matsons Ave in the signalised crossing. I have witnessed drivers turning right into Straven Road, across the Uni-cycle MCR while cyclists/pedestrians have the green light. Turning right onto Harewood Road from Matsons Ave is difficult, so introducing traffic signals will assist in all road users' safety here. Please view my video (<https://youtu.be/kIKQrZOSaQA>).
- I support the raised patterned surface at Matsons/Harewood to assist pedestrian safety.
- I support restricting access to Sails Street to one-way traffic, however the cyclists/pedestrians going straight along Harewood Road should have right of way.
- I support restricting access to Chapel Street to one-way traffic, however the cyclists/pedestrians going straight along Harewood Road should have right of way.
- For the intersections of Sails and Chapel Streets (and at other intersections along the Wheels to Wings MCR) with Harewood Road, a MAJOR cycle route is meeting a minor road. I ask that the intersections be designed so that it is absolutely clear to all users that the cyclists on the MCR have right of way.

- I note the different treatment for the intersections of Sails and Chapel Streets with Harewood Road in respect of direction of the cycle path. The cycle path past Sails Street is indented, whereas the cycle path at Chapel St is not indented at all. I prefer indentation on the grounds of safety but understand that there is insufficient room to allow this at Chapel St. If there is room, I ask that indentation be designed and implemented.

17. Mitre 10 MEGA to Papanui Road

Crossing the Mitre 10 MEGA entrance could be perceived as unsafe by some pedestrians and cyclists, although this does conform to CDG (apart from path width) and there is good visibility.

- Could there be in-ground triggers for give-way signs for cars leaving/entering Mitre 10 MEGA, or the installation of yellow and black speed humps? Alternatively, please consider for a bi-directional cycle-path on the south side of Harewood Road from Matsons Avenue to the Railway Line.
- What is the cost-benefit analysis for the options here please?

I support the installation of a signalised crossing at the junction with the Northern Line MCR.

- Please include handrails at stopping points.

I support the raised patterned pedestrian crossing at the intersection with St James Ave.

- Please consider extending the on-road cycle lanes east of the railway line all the way to Papanui Road.
- Could the on-road cycles lanes be protected with flexible marker posts?

Finally, I request that:

- All cycle path surfaces be machine laid (not rolled by hand) for a smooth finish.
- There be adequate crossfall and drainage to prevent puddling during rain.
- The cycle paths be easily cleanable and regularly cleaned/cleared.
- Transitions to be smooth, with no raised steps to ride over (a hazard if wet).
- Good signage is installed.
- Any drainage cut-throughs in the curbing separating the cycleway from general traffic should be covered with a removable plate, to minimize the risk of trips and falls from an inconsistent surface for pedestrians (including those of less-than-perfect sight).

Submission #42765

General Comments

- Directness of Route is appreciated – as per route selection which was already decided
- Speed Limits – is there any plan to review the speed limit on side streets in Harewood, Bishopdale, and Papanui (noting the 40 km/h speed reduction on Matsons Ave proposed in the Nor'west Arc Cycleway)? Most streets need to have the speed limit reduced to make all streets a safe space to move around
- The changes made to the preferred design are excellent. Thank you for taking on people's feedback and incorporating changes

Western segment: Whitchurch Place to Nunweek Boulevard

- I prefer Design Concept 3 for Waimakariri Road to Wooldridge Road: two-way cycleway on the northern side of Harewood Road
- I prefer Design Concept 2 for Wooldridge Road to Nunweek Boulevard: two-way cycleway on the northern side of Harewood Road
- Keep pedestrians on the recently re-sealed footpath between Harewood School and Wooldridge Rd. Shared use paths are not favourable for Major Cycle Routes, as the volumes and speed differences between users creates hazards, especially for visually- or audibly-impaired footpath users.
 - o Thus, Cycleway users should be separated from both general traffic and pedestrians on a bi-directional separated cycleway, preferably on the north side of Harewood Road to avoid having to stop at Wooldridge Road, but also as the intersection at Watsons Rd is safer due to better visibility than the intersection at Stanleys Rd
 - o It is acknowledged that this will increase costs due to the need to underground overhead lines, and that the stormwater drainage/swale will need to be dealt with too
 - o Anecdotal evidence from my personal observations as a regular cyclist along Harewood Road, suggests parking demand is highest outside #s 607-639 Harewood Road, as opposed to anywhere along the northern side of the road, with the exception of busy times at the Jehovah's Witness Hall at #724-726 Harewood Road (with both JW and school/preschool parking)
 - o A bi-direction cycleway on the north side of Harewood Road removes one more stopping point for cyclists, which increases the attractiveness of the route. Full traffic signals are still required at Wooldridge Rd to improve the safety of this intersection for all users, but cyclists who are not turning at Wooldridge could ride straight through if the cycleway is technically outside of the intersection (on the shoulder, instead of vehicle parking)
 - o A bi-directional cycleway on the northern side of Harewood road from Whitchurch Place to Nunweek Boulevard means the trees can be retained at Kilmuir Lane.
 - o A bi-directional cycleway on the northern side of Harewood Road reduces conflict with school pick-up and drop-off (for those who still drive). The signalled raised crossing should still be installed for Harewood School and Playcentre
 - o Connection to Nunweek Park is still available through the crossing points at Nunweek Boulevard and Wooldridge Road, and the existing shared path between those two streets along Harewood Road. Having a cycleway alongside sports field could cause conflict between sports teams and cyclists

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- The commercial driveway for the green grocer at #586 Harewood Road will be fine as there will be no on-street parking obscuring sightlines. The bus stop outside #588 Harewood Road would need to be dealt with safely, however
- The commercial driveway at Omarino Wine Park (#638 Harewood Road) is not busy and has good visibility splays, so not a big hazard
- A bi-directional cycleway narrows the road to encourage drivers to adhere to the speed limit (many try to go the old speed limit of 70 km/h – a sign telling drivers how fast they are travelling is needed here, and a permanent speed camera (police don't sting here enough))
- Parking on Harewood Road between Nunweek Boulevard and Kilmuir Lane (which can be very busy) can be retained with a bi-directional cycleway on the northern side of Harewood road (where people hardly ever park)
- The Bus stop outside #524 Harewood Road needs to have sealed footpath access (extension from #520 Harewood Road), as the current island is not good for those with mobility requirements

Central segment: Nunweek Boulevard to Bishopdale Roundabout

If I had to choose an alternative to the preferred design, it would be design concept 3 (road swap), as it still encourages slower speeds for motor vehicles, and keeps cyclists well clear of pedestrians, driveways, and car doors.

Revised preferred design Sheets 1-18

1. Waimakariri Rd, Whitchurch Place
 - a. Like change from fence to posts that can be cycled through if necessary
 - b. Like onramp to shared path on east side of Waimakariri Rd
 - c. Ask for Waimakariri Rd speed limit to be reduced to 50 km/h for the full length of the road, please
2. Waimakariri Rd, Harewood Rd
 - a. Like the raised platform and signals outside Harewood School, as this creates a slower and safer place for children and adults alike
 - b. Expect high use by school children and parents/caregivers
3. Harewood Rd around Stanleys Rd, Watsons Rd
 - a. Concern regarding visibility between cyclists and other vehicles when there is a vehicle stopped at the Stanleys Rd intersection blocking line of sight
 - b. Prefer that the shared path is straight and that motorists must stop south of shared path.
 - c. There will be an issue when there is a long truck approaching the intersection from the south on Stanleys Rd. Current design blocks cyclists on the Harewood Rd cycle path
 - d. Thank you for including the option for confident cyclists to slip onto the road (west-bound) to avoid stopping at the Stanleys Road intersection
4. Harewood Rd around Wooldridge Rd
 - a. Ask that the shared path down the eastern side of Wooldridge Rd be widened, at least alongside the sports field if not all the way down past the hockey turfs

- b. Ask that clear signage, like in Hagley Park, is printed on the shared path to remind users it is a shared space and to be courteous to other users
- 5. Harewood Rd around Kilmuir Lane
 - a. Like the better visibility
 - b. Thank you for the two sets of cycle stands
- 6. Harewood Rd Around Nunweek Boulevard
 - a. Ask that footpath be extended to the bus stop outside #524 Harewood Road
 - b. Ask that speed humps be added to Nunweek Boulevard near intersection with Harewood Rd to slow drivers
- 7. Harewood Rd Around Crofton Rd (includes Copenhagen Bakery)
 - a. Ask that cycleway be painted green outside Copenhagen Bakery to remind people it is a cycleway and not a footpath, despite being at footpath height
 - b. Ask that cycleway NOT be narrowed outside Copenhagen Bakery as doing so will increase the odds of conflict and reduce space to manoeuvre
 - c. Ask that roadside car parking spaces be moved closer to road to reduce risk of car dooring and passenger-cyclist conflict (points b & c are complementary actions)
 - d. Ask that given busy-ness of this area reduce speed limit to 40 km/h
 - e. Ask that CCC use "rumble" paint on cycle paths to give visual clues to cyclists to slow down
 - f. Ask that entry and exit to Copenhagen Bakery be made one-way to simplify intersections for all users
 - g. Currently some customers reverse out – this is dangerous!
 - h. Suggest entry at east end
 - i. Suggest exit at west end (importantly, no entry from east-bound lane of Harewood Road)
 - j. Less places to look for other vehicles should mean less and ideally no conflict
 - k. Ask that flashing signage be installed to remind drivers exiting Copenhagen to give way to cyclists
 - l. Agree with the levelling of cycle lane and footpath as safer for pedestrians.
- 8. Harewood Rd Around Gardiners Rd
 - a. Like the widened cycleway approaches to the intersection
 - b. Ask that U-turns be banned on Harewood Road
 - c. Ask that all cycle lanes be painted green for at least 50m from the Harewood / Breens / Gardiners intersection along both Breens Road and Gardiners Road to ensure drivers do not drive in the cycle lanes, which will be used by young children getting to and from school
 - d. Ask that flexi-posts be added on Breens Rd approach to Harewood Rd for a distance of at least 50m
 - e. Ask that flexi-posts be added on Gardiners Rd approach to Harewood Rd for a distance of at least 50m
 - f. Ask that an advanced stop box be added for cyclists southbound on Gardiners turning right into Harewood Road, so the hook turn isn't the only option
 - g. Ask that an advanced stop box be added for cyclists northbound on Breens turning right into Harewood Road, so the hook turn isn't the only option

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Attachment D

9. Harewood Rd Around Leacroft Street (includes Canterbury Charity Hospital)
 - a. Ask for more green paint rather than indicated very short patches. There are many properties that have been redeveloped to contain 3 units in this area. Better marking of the cycleway will make it safer for all
 - b. Ask that CCC do not narrow the cycleway as doing so will increase the odds of conflict and reduce space to manoeuvre
 - c. Ask that CCC move roadside car parking spaces closer to road to reduce risk of car dooring and passenger-cyclist conflict (points b & c are complementary actions)
 - d. Ask that given busy-ness of this area reduce speed limit to 40 km/h around the Charity Hospital
 - e. Ask that CCC use “rumble” paint on cycle paths to give visual clues to cyclists to slow down
 - f. Please install signage to remind drivers exiting the hospital to give way to cyclists
 - g. Agree with the levelling of cycle lane and footpath as safer for pedestrians.
10. Harewood Rd Around Cotswold Ave, Bishopdale Mall and Bishopdale Court
 - a. Ask for reduction – or removal – of oversized shrubbery between the carpark entry and exit near Liquorland Bishopdale as this prevents line of sight between drivers and footpath as well as cycleway users
 - b. Ask for dedicated right and left turn exits from Bishopdale Court
 - c. Ask for sharpened entry angle to Bishopdale Court
 - d. Ask for pedestrian refuge in middle of Bishopdale Court at intersection with Harewood Rd
 - e. Ask for signage to remind drivers exiting Bishopdale Court to give way to cyclists
11. Harewood Rd Around Bishopdale Roundabout
 - a. We love the simulation model on <https://ccc.govt.nz/transport/transport-projects/wheels-to-wings-papanui-ki-waiwhetu-major-cycleway/> in the section headed Bishopdale roundabout. This helped people who struggled to visualise this new layout
 - b. Ask for the existing cycle lane around roundabout to be painted in green to remind drivers that cyclists are allowed to use the road. This is a potential conflict area and appropriate “signalling” needs to be given to all users of the roundabout
 - c. Ask that Caltex/Subway have designated entry and exit from/to Harewood Road to reduce conflict between motorists and cyclists
12. Harewood Rd East of Bishopdale Roundabout, West of Greers Rd
 - a. Appreciate the two new pedestrian crossings indicated “1” and “2” for improved access to the parking on the south side of the median as well as the southern side of Harewood Road. Please ensure these can be manoeuvred by mobility scooters and cargo bikes, not just people on foot.
13. Harewood Rd Around Greers Rd
 - a. Ask that access to Z Petrol Station be changed so that there are separate entry-only and exit-only access routes from Harewood Rd to reduce conflict
 - b. Ask that the footpaths on Greers Rd north of Harewood Rd be designated shared pathways up to Hoani/Bainton – they will certainly be used as such by school children!

Submission #42672

Item 8

Attachment D

- c. Ask that the traffic signals be optimised for the many cars turning right from Greers Rd into Harewood Rd and vice versa. This is a known bottleneck which induces rat running
- 14. Harewood Rd Around Harris Crescent
 - a. What is being done to ensure that Harris Crescent does not continue to be a rat run?
- 15. Harewood Rd Around Wilmot St
 - a. Ask that CCC consider re(re)locating the bus stop from outside #101 Harewood Rd to outside #97 Harewood Rd, where it will not interfere with the sight lines of vehicles exiting from Harris Crescent (eastern intersection with Harewood Road)
 - b. Thank you for including an additional pedestrian refuge island near Wilmot Street
 - c. I support moving the cul-de-sac treatment of Wilmot Street to the intersection with Hoani Street, however it creates yet another intersection where cyclists have to yield to motor vehicles. Is there another treatment option where cyclists could have priority? Please ensure there are hand rails if not.
- 16. Harewood Rd Sails & Chapel Streets
 - a. The Wheels to Wings and Nor'west Arc MCRs intersect at the end of Matsons Ave, and careful planning needs to happen to understand different patterns of using the cycleways and roads in this area to ensure this is safe and intuitive
 - b. Ask for the addition of no-stopping hatching on Harewood Rd in front of Matsons Ave, to allow a gap in traffic on Harewood road in which vehicles waiting to turn right out of Matsons can move safely
 - c. Note the need for flashing signage outside Mitre 10 to ensure that there are no driver-cyclist incidents
 - d. Ask that flashing signage be installed at Golden Age Retirement Village to remind motorists to give way to cyclists
 - e. Would still prefer a fully-signalised intersection at Matsons/Harewood, although I do not want to encourage greater usage of this road, only to make it safer for all road users (please watch my video: <https://youtu.be/kIKQrZOSaQA>)
- 17. Harewood Rd Around St. James Ave / Railway Crossing / Papanui Rd
 - a. This is where the Wheels to Wings and Northern Line MCRs intersect, so movement patterns need to be understood to ensure this safe and intuitive
 - b. Ask that CCC look again and try to widen Northern Line MCR alongside 27 Harewood Rd (and behind Papanui High School and Papanui Domain too, for that matter) – it is very narrow
 - c. Please install a cut-down kerb on the west-bound approach to the railway for cyclists to mount the kerb and head south on the Northern Line Cycleway or use the crossing to head north
- 18. Hoani St & Langdons Rd
 - a. From a cyclist's viewpoint, Langdons Rd (west of the railway) has no provision for cyclists
 - b. Ask that all of Langdons Rd has a speed limit of 30kph (i.e. extend current 30km/h speed limit at the Northlands Mall end all the way to Greers Road)

Submission #42765

- c. Ask that Hoani, Langdons and the surrounding local roads have a speed limit of 30 km/h to allow students to safely access schools in this area and create a safer neighbourhood streetscape
- d. Please review the access into/out of Wilmot Street at Hoani Street for cyclists. If the “turning bays” have no parking (good luck enforcing that), why can’t cyclists take a path straight through to the road, rather than having a small section of narrow shared path? Compare with Suva Street/Ballantyne Ave?

Item 8

Attachment D

ID	Feedback	First name	Last name	Group/Organisation
38929 (Att)	Please refer to attached letter. Note that the plan referred to as Attachment C will be sent through separately due to the size of the file.	Donna and John	Thomsen	Copenhagen Bakery

Submission #38929



Office: Level 1, 30C Southwark Street, Christchurch
Mail: PO Box 10318, Christchurch, 8145
Phone: [REDACTED]

CCC Major Cycle Routes – Delivery Team,
Christchurch City Council,
PO Box 73012,
Christchurch 8154

Via the 'Have Your Say' submission webpage.

15th March 2021

To Tara King (Senior Engagement Advisor - Engagement Team),

RE: SUBMISSION IN RELATION TO THE WHEELS TO WINGS - PAPANUI KI WAIWHETU MAJOR CYCLEWAY DESIGN

This is a submission to provide feedback on the Wheels to Wings – Papanui ki Whaiwhetū Major Cycleway. It has been prepared on behalf of Copenhagen Bakery, which is located at 409 Harewood Road, Bishopdale. The Copenhagen Bakery has been located on the site since 1987 and offers a wide selection of award-winning pies, pastries, sandwiches and breads. Customers either dine-in or take their baked goods to-go. Parking spaces are provided for customers on site and the on-street parking available on Harewood Road is frequently used by takeaway customers. Pedestrian and vehicle access to the site is directly from Harewood Road via two main driveways.

This submission primarily relates to the design proposal for the cycleway to the west of the Bishopdale roundabout. In summary, the concept design put forward by the Council for public consultation involves reducing Harewood Road from two lanes in each direction to one lane in each direction, with a separated cycleway down each side, and signalling key intersections such as at Harewood/Gardiners/Breens and at the Bishopdale roundabout.

Urbis has been engaged by Copenhagen Bakery to prepare this submission on their behalf. Urbis is a resource management and traffic engineering consultancy and has had similar experience advising residents and business owners on the detailed design of the Heathcote Expressway Major Cycleway along Ferry Road. Urbis has been engaged by Copenhagen Bakery to investigate alternative design solutions which seek to resolve their concerns. Three alternative designs are presented further below.

The Copenhagen Bakery totally opposes the Wheels to Wings – Papanui ki Whaiwhetū Major Cycleway and has a range of concerns about its design, particularly outside their site. These concerns will be outlined below.

General Design Concerns regarding the Overall Cycleway

The Copenhagen Bakery has the following general concerns about the overall cycleway proposal including:

- It was planned as a major cycle route in approximately 2008, but the city's form, demographics and transport needs have changed considerably since then, especially as a result of the earthquakes. There is a lack of evidence that the Wheels to Wings cycleway is actually needed, particularly as the Council has advised that the last cycle-specific counts (rather than extrapolations based on a selection of intersection counts) undertaken on this section of road were apparently completed in 2009;
- Significant loss of on-street car parking;
- Significant safety concerns regarding visibility of cyclists on a lane that is located behind the on-street parking lane (a known safety concern with the St Asaph Street design that the Council proposal essentially replicates);
- Removal of street trees;
- Construction effects on business operation;
- Traffic congestion at key intersections, and;
- Long term effects on business operation.

Site-Specific Design Concerns

Copenhagen Bakery also has the following concerns about the cycleway design which specifically relate to their site:

- The proposed design will result in denser traffic on Harewood Road outside Copenhagen Bakery when reduced to a single lane arrangement compared to a two westbound lane arrangement. This increases the risk of vehicles entering the site to create queuing and overflow onto Harewood Road which disrupts the flow of traffic on Harewood Road;
- The ability for delivery trucks to access the site, and queuing on Harewood Road as a result of large delivery vehicles (on average 14 deliveries per week) manoeuvring into the loading zones will increase due to the single lane arrangement;
- The proposed design results in a loss of 25 on-street parking spaces (from 39 spaces to 14 spaces) for bakery customers in the section of road located between Breens Road and 60m west of the bakery site.

The Bakery relies on this on-street parking supply, and was granted resource consent by the Council with the specific knowledge that bakery generated on-street parking would occur. This on-street supply needs to be retained for the bakery to continue to be viable;

- As a consequence, higher demand for on-site car parking which could reduce the ability for mini-buses from nearby rest homes and hospitals that currently visit on a regular basis to park on-site, and;
- The design of the cycleway median kerbing poses a health and safety risk to customers, especially the elderly, who are the most frequent type of customer the bakery has. The concern relates to both inadequate visibility of cyclists on the shared path when entering or leaving the site, potential conflicts between cyclists and vehicle passengers exiting cars parked on street, and a trip hazard with the proposed median for customers crossing the road.

Suggested Alternate Design Solutions

Urbis, in conjunction with Bill Greenwood and Brian Neill (both retired traffic design engineers with significant experience during prior employment with the Council and the NZTA), has investigated three alternative designs for the section the proposed cycleway between Trafford Street and the Bishopdale roundabout which partially or wholly address the issues outlined above:

1. **A two-way cycleway along the northern side of Harewood Road**

A typical cross section for this design option is provided as **Attachment A**. This design option keeps the cycleway away from affected land uses that are high traffic generators such as the Bishopdale Mall, the Charity Hospital and Copenhagen Bakery but would directly affect safe site access to other high traffic generating land uses on the northern side of Harewood Road such as Caltex and, to a lesser extent, Cotswold School and Emmanuel School (both of which are more distant). The 'northern' option will also have a dramatic effect on available on-street parking supply along the northern side of the road, as well as design issues connecting to the western end of the Bishopdale roundabout, and design issues connecting to Nunweek Park to the west. More detailed design of this option has not been pursued.

2. **A two-way cycleway down the central median of Harewood Road**

A typical cross section for this design option is provided as **Attachment B**. This design option avoids removing on-street car parks on both sides of Harewood Road and would avoid multiple site access issues. However, this would require the removal of many of the trees that provide visual amenity and contribute to the character of Harewood Road as an avenue. The central median is not quite

wide enough to accommodate the cycleway and would therefore require narrowing the vehicle lanes. Furthermore, turn restrictions would also need to be imposed at multiple intersections along the route. More detailed design of this option has not been pursued.

3. **A two-way cycleway along the southern side of the central median of Harewood Road (in what is currently the northern west-bound lane):**

The two east-bound lanes along the northern side of the road would become one lane in either direction for through traffic (retaining the road's arterial function). The left-hand west-bound lane would effectively become a 'local road' providing access to properties and on-street car parks located along the southern side of the road. A concept layout for this design option is presented as **Attachment C**. The overall concept is similar to:

- Linwood Avenue between Hargood Street and St Johns Street, and also outside Linwood Avenue School;
- Blenheim Road to the west of Matipo Street, and;
- Northcote Road west of the railway line.

Key design improvements over the Council design option are (east to west);

- The signalised crossing at the western end of the roundabout is relocated to Bishopdale Court, which is then signalised to safely provide for Mall generated turn movements, and the cycleway is removed from the Caltex frontage;
- West of the Bishopdale Court intersection, the westbound traffic lanes are merged into a single westbound lane and deviated to the northern side of the existing central median.
- The two existing westbound lanes, are deleted in favour of a single westbound traffic lane, with a 2-way cycleway located along the southern side of the existing central median. The northern side of the median retains an arterial road status, and the southern side could operate as a local road with a reduced speed limit (say 30-40km/h).
- The cycleway is located on the right-hand side of a westbound motorist and will never have their visibility obscured by parked cars;
- The majority of on-street parking past Bishopdale park is retained, and would now be located within the lower speed environment.
- Westbound bus stops are able to be located within a lower speed environment;

- Right turn facilities and pedestrian crossing facilities are provided at the Cotswold Avenue intersection;
- The size of the Leacroft Street and Trafford Street intersections are significantly reduced offering significant pedestrian safety benefits.
- The vehicle vs. cyclist and pedestrian vs. cyclist conflict issues at the CCH driveways are eliminated (noting similar benefits for the same safety concerns at the nearby Copenhagen Bakery);
- The size of the Harewood/Breens/Gardiners intersection is significantly reduced offering network capacity benefits (through shorter crossing times and geometric delay issues) and significant pedestrian safety benefits.

Option 3 is the option preferred by Copenhagen Bakery as it is considered to best resolve their concerns.

Presentation of Submission

Copenhagen Bakery wishes to be heard in support of its submission at the upcoming hearing.

Yours sincerely,



Callum Ross
Planner

URBIS TPD LIMITED

Urbis TPD Limited
Level 1, 30 Southwark Street,
Christchurch 8145

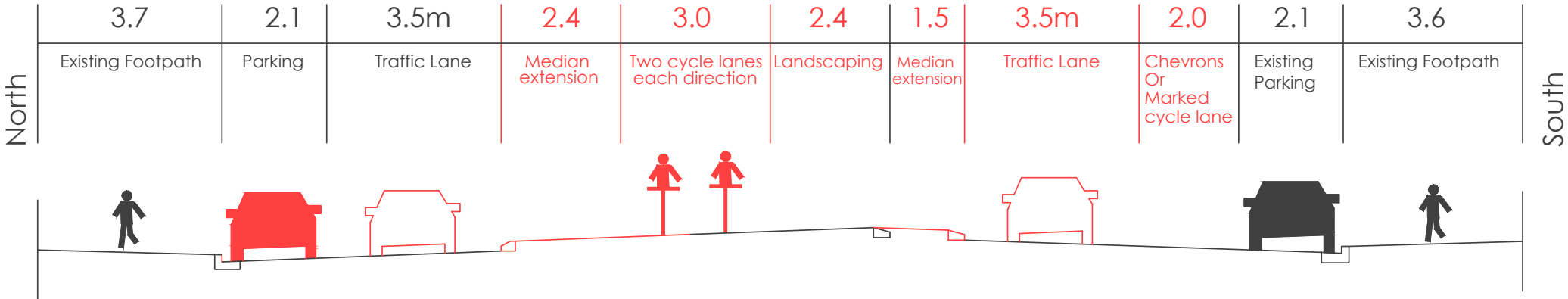


Rev	Date	Description
V1	03/03/2021	Cross section - Option 2

General Notes

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Christchurch City Council
Sheet 7

Date:	03/03/2021
Drawn by:	Nikita Arya
Checked by:	Ray Edwards
Scale:	Not to scale
Sheet:	2 of 2
Job No.:	351014



Harewood Road Cycleway - Cross Section - Option 2 - Two lanes in the middle of the road

Urbis TPD Limited
Level 1, 30 Southwark Street,
Christchurch 8145

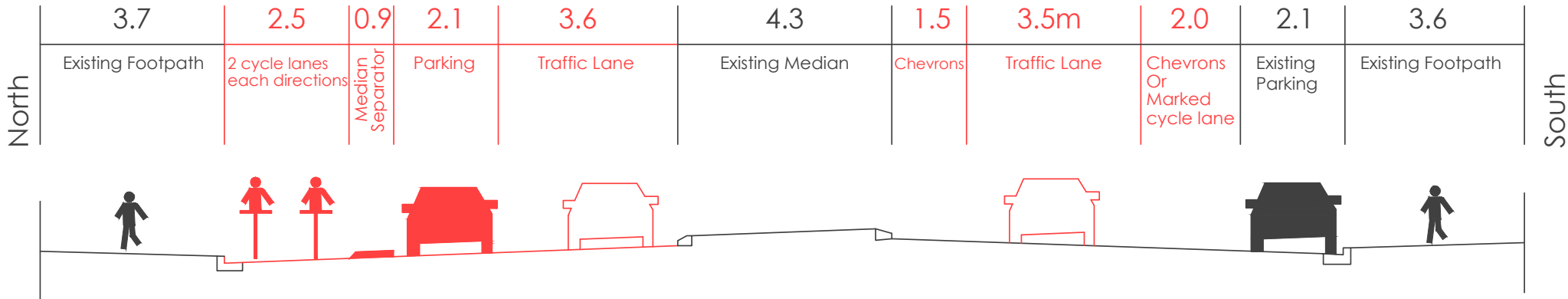


Rev	Date	Description
V1	02/03/2021	Cross section - Option 1

General Notes

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Sheet:	1 of 2
Job No.:	351014



Harewood Road Cycleway - Cross Section - Option 1 - Two lanes on the northern side of the road

ID	Feedback	First name	Last name	Group/Organisation
38927 (Att)	Please refer to attached letter. Note that the plan referred to as Attachment C will be sent through separately due to the size of the file.	Harpreet	Singh	Caltex



Submission #38927

CCC Major Cycle Routes – Delivery Team,
Christchurch City Council,
PO Box 73012,
Christchurch 8154

Office: Level 1, 30C Southwark Street, Christchurch
Mail: PO Box 10318, Christchurch, 8145
Phone: [REDACTED]

Via the 'Have Your Say' submission webpage.

15th March 2021

To Tara King (Senior Engagement Advisor - Engagement Team),

RE: SUBMISSION IN OPPOSITION TO THE WHEELS TO WINGS - PAPANUI KI WAIWHETU MAJOR CYCLEWAY DESIGN

This is a submission to provide feedback on the Wheels to Wings – Papanui ki Whaiwhetū Major Cycleway. It has been prepared on behalf of the Caltex Bishopdale Service Station (Caltex Bishopdale), which is located at 318 Harewood Road, Bishopdale. The Caltex is a notable generator of traffic, being located on the corner of Harewood Road and Highsted Road with left-in and left-out accesses from Harewood Road (right-turns are prevented by traffic islands and the central median due to the proximity to the roundabout), and a full turns access onto Highsted Road.

This submission primarily relates to the design proposal for the cycleway to the west of the Bishopdale roundabout. In summary, the concept design put forward by the Council for public consultation involves reducing Harewood Road from two lanes in each direction to one lane in each direction, with a separated cycleway down each side, and signalling key intersections such as at Harewood/Gardiners/Breens and at the Bishopdale roundabout.

Urbis has been engaged by Caltex to prepare this submission on their behalf. Urbis is a resource management and traffic engineering consultancy and has had similar experience advising residents and business owners on the detailed design of the Heathcote Expressway Major Cycleway along Ferry Road. Urbis has been engaged by Caltex Bishopdale to investigate alternative design solutions which seek to resolve their concerns. Three alternative designs are presented further below.

Caltex Bishopdale generally supports the Wheels to Wings – Papanui ki Whaiwhetū Major Cycleway in principle - the concept presents a good opportunity for improved connectivity to major land uses in the area, while at the same time addressing some existing road safety issues. However, Caltex Bishopdale has a range of concerns about its design, particularly outside their site. These concerns will be outlined below.

General Design Concerns regarding the Overall Cycleway

Caltex has the following general concerns about the overall cycleway proposal including:

- Significant loss of on-street car parking;
- Significant safety concerns regarding visibility of cyclists on a lane that is located behind the on-street parking lane (a known safety concern with the St Asaph Street design that the Council proposal essentially replicates);
- Construction effects on business operation;
- Traffic congestion at key intersections, and;
- Long term effects on business operation.

Site-Specific Design Concerns

Caltex also has the following concerns about the cycleway design which specifically relate to their site:

- The potential for collisions between vehicles entering and exiting the site and cyclists;
- Safety for cars exiting the site;
- The proposed signals and associated queuing at the Bishopdale roundabout and how it will impede traffic entering and exiting the site; and
- The extended traffic island on Highsted Road that would prevent right-turns out of Caltex Bishopdale.

Suggested Alternate Design Solutions

Urbis, in conjunction with Bill Greenwood and Brian Neill (both retired traffic design engineers with significant experience during prior employment with the Council and the NZTA), has investigated three alternative designs for the section the proposed cycleway between Trafford Street and the Bishopdale roundabout which partially or wholly address the issues outlined above:

1. **A two-way cycleway along the northern side of Harewood Road**

A typical cross section for this design option is provided as **Attachment A**. This design option keeps the cycleway away from affected land uses that are high traffic generators such as the Bishopdale Mall, the Charity Hospital and Copenhagen Bakery but would directly affect safe site access to other high traffic generating land uses on the northern side of Harewood Road such as Caltex and, to a lesser extent, Cotswold School and Emmanuel School (both of which are more distant). The 'northern' option will also have a dramatic effect on available on-street parking supply along the northern side of the road, as well as design issues connecting to the western end of the Bishopdale roundabout, and design issues connecting to Nunweek Park to the west. More detailed design of this option has not been pursued.

2. **A two-way cycleway down the central median of Harewood Road**

A typical cross section for this design option is provided as **Attachment B**. This design option avoids removing on-street car parks on both sides of Harewood Road and would avoid multiple site access issues. However, this would require the removal of many of the trees that provide visual amenity and contribute to the character of Harewood Road as an avenue. The central median is not quite wide enough to accommodate the cycleway and would therefore require narrowing the vehicle lanes. Furthermore, turn restrictions would also need to be imposed at multiple intersections along the route. More detailed design of this option has not been pursued.

3. **A two-way cycleway along the southern side of the central median of Harewood Road (in what is currently the northern west-bound lane):**

The two east-bound lanes along the northern side of the road would become one lane in either direction for through traffic (retaining the road's arterial function). The left-hand west-bound lane would effectively become a 'local road' providing access to properties and on-street car parks located along the southern side of the road. A concept layout for this design option is presented as **Attachment C**. The overall concept is similar to:

- Linwood Avenue between Hargood Street and St Johns Street, and also outside Linwood Avenue School;
- Blenheim Road to the west of Matipo Street, and;
- Northcote Road west of the railway line.

Key design improvements over the Council design option are (east to west);

- The signalised crossing at the western end of the roundabout is relocated to Bishopdale Court, which is then signalised to safely provide for Mall generated turn movements, and the cycleway is removed from the Caltex frontage;
- West of the Bishopdale Court intersection, the westbound traffic lanes are merged into a single westbound lane and deviated to the northern side of the existing central median.
- The two existing westbound lanes, are deleted in favour of a single westbound traffic lane, with a 2-way cycleway located along the southern side of the existing central median. The northern side of the median retains an arterial road status, and the southern side could operate as a local road with a reduced speed limit (say 30-40km/h).
- The cycleway is located on the right-hand side of a westbound motorist and will never have their visibility obscured by parked cars;
- The majority of on-street parking past Bishopdale park is retained, and would now be located within the lower speed environment.
- Westbound bus stops are able to be located within a lower speed environment;
- Right turn facilities and pedestrian crossing facilities are provided at the Cotswold Avenue intersection;
- The size of the Leacroft Street and Trafford Street intersections are significantly reduced offering significant pedestrian safety benefits.
- The vehicle vs. cyclist and pedestrian vs. cyclist conflict issues at the CCH driveways are eliminated (noting similar benefits for the same safety concerns at the nearby Copenhagen Bakery);
- The size of the Harewood/Breens/Gardiners intersection is significantly reduced offering network capacity benefits (through shorter crossing times and geometric delay issues) and significant pedestrian safety benefits.

Option 3 is the option preferred by Caltex as it is considered to best resolve their concerns.

Submission #38927

Submission on Wheels to Wings – Papanui ki Whaiwhetū Major Cycleway

Presentation of Submission

The Caltex Bishopdale Service Station wishes to be heard in support of its submission at the upcoming hearing.

Yours sincerely,

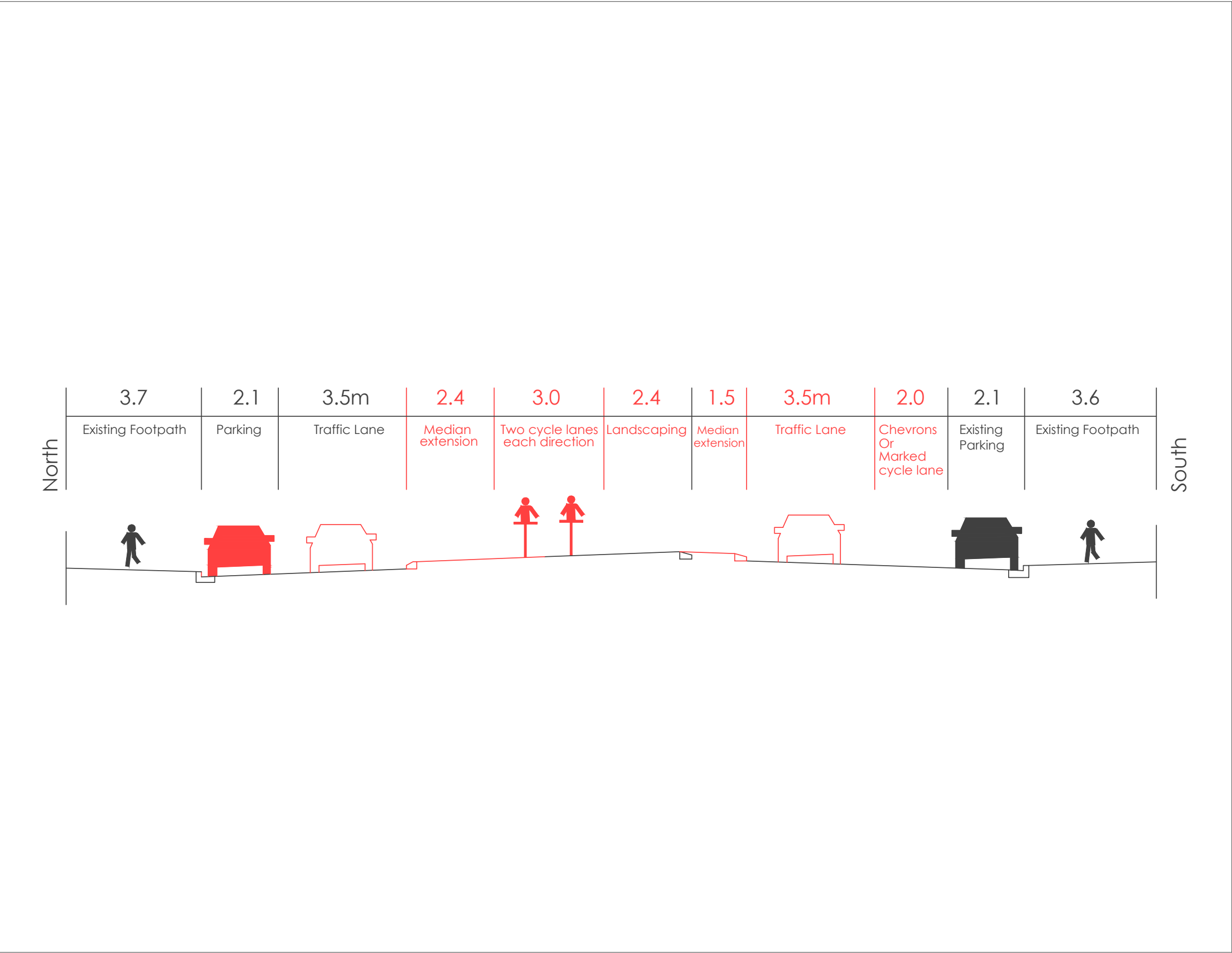


Callum Ross
Planner
URBIS TPD LIMITED

Item 8

Attachment D

Submission #38927



Harewood Road Cycleway - Cross Section - Option 2 - Two lanes in the middle of the road

Urbis TPD Limited
Level 1, 30 Southwark Street,
Christchurch 8145

Urbis
traffic planning and development

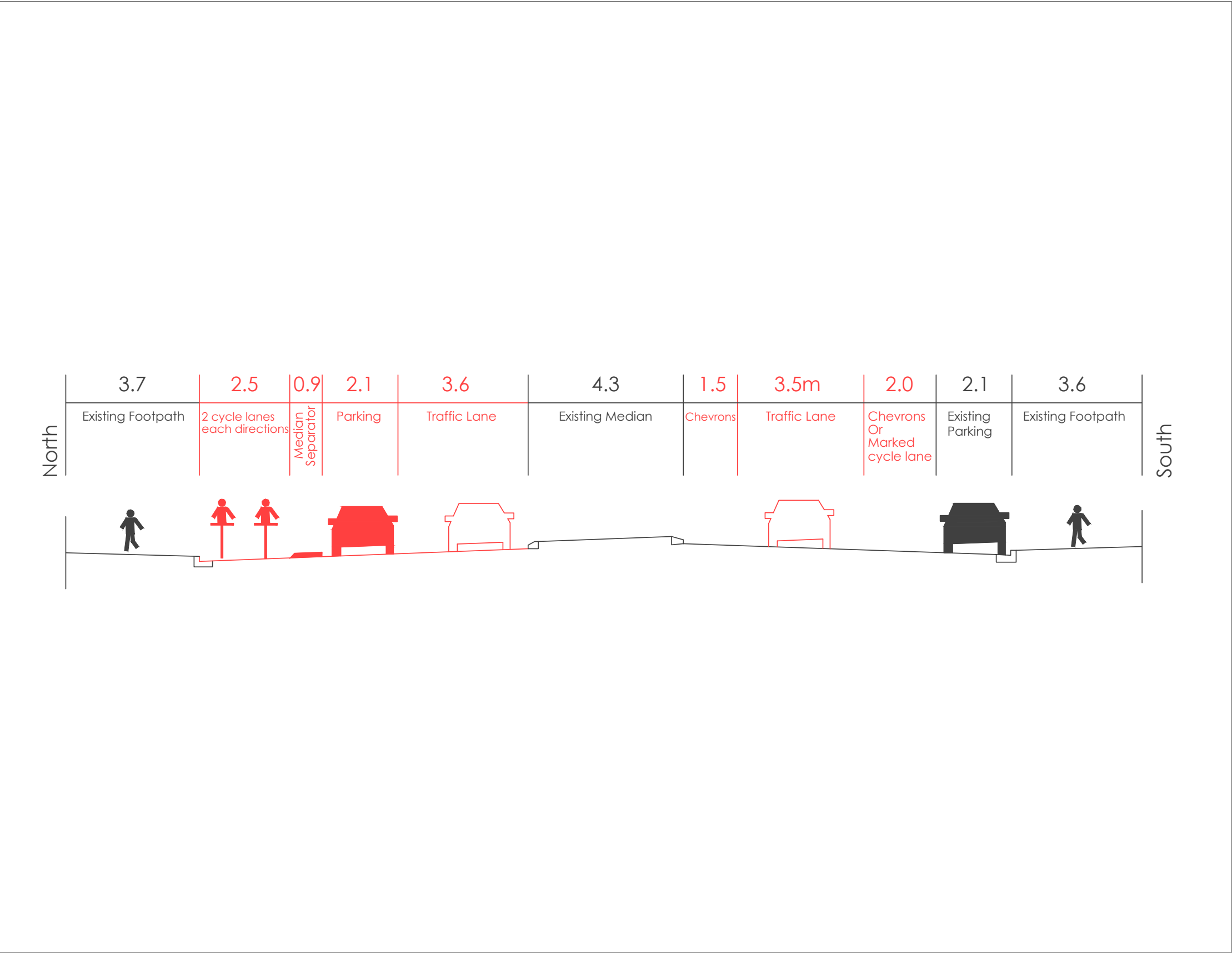
Rev	Date	Description
V1	03/03/2021	Cross section - Option 2

General Notes

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Sheet 7

Date:	03/03/2021
Drawn by:	Nikita Arya
Checked by:	Ray Edwards
Scale:	Not to scale
Sheet:	2 of 2
Job No.:	351014

Submission #38927



Harewood Road Cycleway - Cross Section - Option 1 - Two lanes on the northern side of the road

Urbis TPD Limited
Level 1, 30 Southwark Street,
Christchurch 8145



Rev	Date	Description
V1	02/03/2021	Cross section - Option 1

General Notes

Sourced from:
Christchurch City Council
Sheet 7

Date:	02/03/2021
Drawn by:	Nikita Arya
Checked by:	Ray Edwards
Scale:	Not to scale
Sheet:	1 of 2
Job No.:	351014

ID	Feedback	First name	Last name	Group/Organisation
38509/42688	<p>Thank you for the opportunity to provide feedback on the Papanui ki Waiwhetū Wheels to Wings Major Cycleway</p> <p>The Enliven Bishopdale Group fully supports the development of this route BUT NOT THE DESIGN currently circulated for community feedback.</p> <p>We would appreciate the opportunity to share IN PERSON our ideas on how the Wheels to Wings Cycleway can be provided. Our community is especially concerned regarding; cost, current danger to cyclists, parking and tree loss addressed.</p> <p>WE contend this facility is best provided in the context of also addressing significant issues on the adjacent Road Network. All within the current budget. To summarise the alternative design;</p> <p>A. Provides a continuous 2.5m dual cycle way on the South side along the length of Harwood Road thus</p> <p>B. Removing the need for 4 sets of traffic signals (Saving \$3 million +)</p> <p>C. Reduced traffic conflicts and remove traffic from adjacent cycleway for most of its length.</p> <p>D. Maximises parking</p> <p>E. Maximises tree retention and planting opportunities</p> <p>F. Improves capacity on the surrounding Transport Network thus</p> <p>G. Increasing transport network safety, efficiency and</p> <p>H. Reducing vehicles shortcutting through the Community resulting from the increased retail activity on Langdons Road.</p> <p>If not in person; please provide a robust investigation and full feedback to our affected community on the following FIVE SIGNIFICANT OPPORTUNITES FOR IMPROVEMENT:</p> <p>1/ Develop portion of Harewood Rd from Whitchurch Place to four lane section in accordance with more robust New Zealand Standards.</p> <ul style="list-style-type: none">• The raised platforms are a significant safety hazard on Harewood Road when school or cycle traffic is absent• Shared use Cycle lane widths along Harewood Road can be reduced to comply with the AustRoads warrant• The Traffic signals will create a safety hazard in these isolated locations due to low use in off peak periods. They are also very unlikely to be in accordance with the NZ Traffic Signal Warrant.• The low post and cable fence in Whitchurch Place appears unnecessary. It will be a trip hazard for people including recreational cyclists parking in this area. It will also limit peoples access to the adjacent church• Lower environmental cost (Less traffic control devices and concrete use)• Lower financial cost <p>ADJACENT ISSUES: The recently installed 50km/h is a safety hazard as it doesn't match current motor vehicle operating speeds. A 60 km/h is more likely to have a lower and safer variation in operating speeds</p> <p>Retaining the coverage of existing 40 km/h school zone will reduce costs and have no more than minor effect as traffic is already operating at slow speed.</p> <p>2/ Develop the 4 Lane sections of Harewood Rd as a 2 lane Minor Arterial on North side of the landscaped median and local road with separate dual cycle lane on southside adjacent to median.</p>	Lindsay Bill	Dell Greenwood	Enliven Bishopdale Group

Submissions received on Wheels to Wings Major Cycle Route, February 2021

	<ul style="list-style-type: none">• Provide traffic signals with three lane approaches on all legs at; Harwood road intersections with Breens/Gardeners and Greers Roads.• Provide signalised Tee junctions at Farrington Ave and Highstead Rd with Harewood Road• Link the Bishopdale Mall vehicle access via south side of roundabout to Farrington Ave thus• Removes Bishopdale Mall vehicle access from crossing cycle path.• Cycle lanes removed from service station frontages• Cycleway clear of driveways on both sides of road.• Southern properties frontages become a local road• Retain significantly more carparks• Road type match to use with motor vehicle operating speeds reduced and capacity increased• Lower environmental cost (Less vehicle delays and concrete used)• Lower financial cost• <p>ADJACENT ISSUE: The Breens/Harewood Intersection signals will result in increased crashes at the Wairakei/Breens intersection due to poor intervisibility. Signalising will assist north bound road users and reduce traffic volumes on parallel routes.</p> <p>3/ Develop Harewood/Greers Intersection as a single (three lane approaches) signalised intersection with adjacent dual lane cycle facility continued on the south side.</p> <ul style="list-style-type: none">• Reduction in Harewood Road intersection widths increases safety and reduce delays to all users• Road layout better matched to user experience• Lower environmental cost (Less vehicle delays and concrete used)• Possible lower financial cost <p>ADJACENT ISSUE: Intersection capacity improvements (Harewood 4 Lane approaches?) required to further reduce 'rat running' on adjacent local roads.</p> <p>5/ Develop Harewood/Greers Intersection to Railway Corridor as a standard 2 lane Minor Arterial layout with a dual lane cycle facility continued on the southside.</p> <ul style="list-style-type: none">• Provides continuity for dual cycleway route• Reduced need for cycle routes to cross the arterial road including• Removes the need for traffic signals at Masons Ave• Linkages to Nor 'west Arc and Northern Line cycle route simplified• Reduced intersection and Mitre 10 conflicts with cycle route and need for restrictive local road thresholds• Significantly increased access and carparking for church and Funeral business at north side intersections• Business and childcare on southside may be provided with an angle parking on side roads in conjunction with standard offset threshold treatment.• Road layout better matched to user experience			
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	<ul style="list-style-type: none">• Lower environmental cost (Less vehicle trip lengths and delays and concrete used)• Significantly lower financial cost <p>ADJACENT ISSUE: Langdons/Greers and Sawyers Arms/Greers Intersections require signalling to assist west bound Mall users and reduce 'rat running' on adjacent local roads and the need for restrictive local road thresholds treatments on north side of route.</p> <p>Provision of this important cycle route will unfortunately compromise the already congested adjacent transportation networks. Agreed timelines for implementation of the above ADJACENT ISSUES are needed. Current issues will be exacerbated by the installation of the Wheels to Wings Cycle Route.</p> <p>Thank you for the chance to provide detailed feedback on the proposed Wheels to Wings Cycle Route. The Enliven Bishopdale Group is very keen for it to happen. It is important however that the above OPPORTUNITES FOR IMPROVEMENT are incorporated in the proposal and the ADJACENT ISSUES addressed. The Enliven Bishopdale Group would appreciate an opportunity to assist to achieve this.</p> <p>If you require further information or clarification to strengthen any of the above please contact me. I look forward to our community committing to development of this important facility.</p> <p>42688 Second Engagement Feedback</p> <p>Papanui ki Waiwhetu Wings to Wheels Cycleway (W2W)</p> <p>Enliven Bishopdale Group submission:</p> <p>By Bill Greenwood, assisted by Brian Neill on behalf of the local business and ratepayer community.</p> <p>Purpose:</p> <p>The purpose of this submission is to inform the local Community Boards and the Christchurch City Council Hearings Panel of ongoing support for the proposed Major Papanui ki Waiwhetu Wings to Wheels Cycleway (W2W) within our community.</p> <p>WE, the local business community; Copenhagen Bakery, Charity Hospital, Bishopdale Mall Business Association, Mitre 10 and Foodstuff and</p> <p>WE, our wider residential community (Enliven Bishopdale Group + petitioners), strongly submit that the Council Consultants Option 3 is the preferred W2W Cycleway design. With minor improvement this alternative incorporating a regional cycleway on the south side the length of Harewood Road can provide the safest, best connected, lower financial cost and environmentally sustainable transport network improvement.</p> <p>WE, in conclusion, strongly request the W2W Cycleway Option 3 with minor improvements be implemented as soon as practicable.</p> <p>Introduction:</p> <p>Christchurch City Council is developing 13 major cycleways across the city. The major cycleways are specifically intended for cyclist who 'don't feel comfortable riding on road.'</p> <p>After 50 years of local, national and international experience specialising in Urban Design and Road Safety Management Bill Greenwood retired as a Principal Engineer Planning and Policy with the NZTA. Significant community concerns regarding the initial design W2W Cycleway has brought him out of retirement.</p> <p>In conjunction with Brian Neill, another experienced Transport and Traffic Engineer, we have undertaken a robust investigation of all the consultation proposals. The significant commitment of time and support provided by Council staff and consultants was appreciated.</p> <p>On balance, it is our professional opinion a best practice lower environmental and funding cost design can be achieved based on Option 3. This alternative with minor improvements, has been identified in conjunction with local businesses and the wider community as the preferred option. Such a "One Network" design will better share the road environment between the needs of cyclists (current and intended), motorists, businesses and ratepayers/residents.</p> <p>This submission is supported by major businesses in the area and has resulted in a further petition from interested residents.</p>			
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	<p>Discussion:</p> <p>1/ Advantages of Option 3: This has the following advantages over the current recommended option;</p> <p>A/ Connectivity;</p> <p>This is very important for intended cyclist who don't feel comfortable riding on road. This is achieved by continuing a dual cycleway on the south side of Harewood Road along its full length.</p> <p>B/ Safety;</p> <p>This option specifically avoids installing isolated traffic signals west of Nunweek Boulevard and Matsons Ave. Low use isolated traffic signals have a recognised poor safety record.</p> <p>This option includes traffic signals at the well-used Bishopdale Mall Harewood Road access. This is used by a significant number of large vehicles turning across the proposed cycleway, including those servicing the supermarket.</p> <p>Reducing Harwood Road to 2-lane will reduce the average speed of vehicles by around 5 km/h. This, combined with more consistent flow (lower standard deviation), can be expected to increase safety for all road users.</p> <p>C/ Comfort;</p> <p>This option involves turning the 4-lane portion of Harewood Road on the north side to a 2-lane Minor Arterial route. This reduction from 4 to 2 traffic lanes was the most significant concern of most of the 1,200 submitters. Recent information provided to the community details how this will have little effect on traffic route capacity. Much of the dual cycleway length will be on a low speed, low volume (<1,000 vpd) local road.</p> <p>2/ Option 3 Issues: Improvements can be made to the consultants preferred option to overcome issues they raised.</p> <p>A/ Traffic noise;</p> <p>Reducing Harwood Road to 2-lanes will reduce the average speed of vehicles by around 5 km/h. This, combined with more consistent flow, can be expected to, at most, result in a 3 dBL increase in noise when aligned closer to north side building frontages. This increase is unlikely to exceed a normal (64 dBL) level. Replacing the existing chip seal with an asphalt overlay will reduce traffic noise below current levels.</p> <p>B/ Costs - Parking replacement;</p> <p>A higher cost associated with the circulated option 3 is a consequence of widening the carriageway by 2m on the majority of the north side. To provide this parking lane requires removal of some trees, extensive concrete construction and undergrounding overhead services. Parking use surveys show a very low level of demand (< 7 west of roundabout < 4 east) from adjacent properties. Recessed parking (where requested by adjacent property owners) can easily be provide at a significantly lower cost without the need to underground services or remove all trees.</p> <p>C/ Costs - Cycleway separators;</p> <p>The Cycleway separators used throughout the consultants' proposals involve a considerable length of raised concrete kerbs separated by a flat slab of concrete. An identified safety hazard disliked by both motorists and cyclists. They are however a current requirement on arterial roads. Manufacture of concrete is a significant producer of greenhouse gasses and is best avoided. The replacement of the concrete separator with recycled rubber "alligators" along the local road portion of the route will significantly reduce both the economic and environmental cost of this option.</p> <p>D/ Costs – New kerb and channel;</p> <p>The current option shows new kerb and channel with associated storm water systems between Harewood School and Woodridges Road. Replacing this concrete work with timber battens shall significantly reduce both the economic and environmental cost of this option.</p> <p>E/ Costs – New traffic signals;</p>			
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	<p>Low use traffic signals can increase intersection delays for all users. Therefore pedestrian and cyclist often cross before their phase is triggered. Low use traffic signals have a poor safety record.</p> <p>Until the traffic signal warrant is met, it is recommended that the isolated traffic signals at Harewood School be relocated to the Railway Crossing. The signals at the Railway Crossing are warranted and approved, but not yet funded.</p> <p>Traffic signals at Woolridges Road will reduce delays, especially during morning and evening peak traffic periods. They will also reduce vehicle speeds on Harewood Road. To keep within budget, it may be appropriate to defer provision of these signals until the planned connection to the Northwood development occurs. Funds saved could be better used to bring forward the installation of traffic signals at the Sawyers Arms/Greens/Northcote intersection.</p> <p>F/ Loss of Trees;</p> <p>A significant concern of our community is the proposed loss of street trees. The increased green space will provide area for all to be replaced. The opportunity could also be taken to plant additional trees to make construction of the cycleway carbon neutral in recognition of our Climate Emergency.</p> <p>3/ Further improvements</p> <p>Option 3 could be further enhanced by including the following additional improvements.</p> <ul style="list-style-type: none">• The shared use Cyclelane widths along Harewood Road can be reduced in places and still comply with the AustRoads guidelines (AustRoads Part 6A 11 Feb 2021).• Provide the Breens/Gardeners, traffic signals with two through lane approaches on both Harewood road legs at the intersection This will increase capacity, reduce delays at minimal extra cost.• Provide the Farrington Ave and Highstead Rd with two lane approaches at the Harewood Rd intersection. This will increase capacity and reduce delays at minor cost.• Provide Harewood/Greens traffic signals with two through lane approaches on all legs by removal of the median island and grass berms on the Greens Rd south approach. <p>This will significantly increase capacity, reduce delays and allow the right turn arrow on Harewood Rd to operate each cycle. This right turn phase only operates weekdays 7am to 9am due to current capacity constraints from 3pm weekdays when north bound traffic on Greens Rd queue back into Grahams Rd. This right turn movement is involved in a majority of the crashes at this intersection.</p> <ul style="list-style-type: none">• The Breens/Harewood Intersection signals will result in increased crashes at the Wairakei/Breens intersection due to its poor intervisibility. Signalising this intersection will assist north bound road users and reduce traffic volumes on parallel routes.• Provide the Featherstone Dairy and Awatapu Preschool with angle parking on adjacent side roads in conjunction with standard offset threshold treatments. This will allow the properties to be serviced clear of the arterial traffic.• A Signalised Intersection is required at Sawyers Arms/ Northcote/Greens intersection to support the transport network, assist west bound traffic and reduce 'rat running' on adjacent local streets. The computer modelling of traffic patterns in the Harewood Rd route are based on this occurring.• Signalised Intersections are also desirable at (Greens/Langdons, Condell/Greens to reduce 'rat running' on adjacent local streets <p>Conclusion;</p> <p>WE thank you for the chance to provide detailed feedback on the proposed Wheels to Wings Cycleway Option 3 and are very keen for it to happen. The Business and resident Community has identified continuing the cycleway on the south side of Harewood Road for its full length as both desirable and achievable.</p> <p>Following discussions with consultant staff around the preferred 'typical' cross section for the north side of the existing median portions of Harewood Road, we recommend two (3.2m) traffic lanes, a flush median width 2m and 2m recessed parking bays where required by residents.</p> <p>To provide this, especially parking bays, an issue of significant services in the norther berm was identified. The use of 'dropdown kerbing' and recessed parking can achieve this clear of existing services and tree at a considerably lower economic and environmental cost.</p> <p>Thank you for the opportunity to fully participate in our Council's consultation on the W2W Cycleway. It has been enjoyable working together to find the best solutions</p>			
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	<p>for our community needs while addressing the current Climate Emergency.</p> <p>WE wish to attend and present at Council hearings on this important regional cycle route.</p> <p>Recommendation;</p> <p>WE recommend the W2W Option 3 incorporating improvements detailed above proceed using the identified cost savings.</p>			
38357	<p>Community feedback for the proposed Wheels to Wings Cycleway:</p> <p>Although supporting the development of a dedicated cycleway along Harewood Road I do have concerns about the current design.</p> <p>I was employed by the Christchurch City Council as a traffic engineer between 1969 and 2004. My main work focus during this time was traffic network operations and road safety engineering. I retired in 2007 and recently shifted to Casebrook.</p> <p>Over my time at the Council, we were continually under pressure to develop innovative solutions to solve specific traffic management problems.</p> <p>In 1967, the former City Engineer's Department published a traffic planning document that embraced city and regional proposals for access to and through the city. During the 1970's the scope of the regional traffic scheme had been somewhat reduced and, in 1979, the former Traffic and Transportation Unit of the City Engineer's Department published 'A report on cycling in metropolitan Christchurch, past, present and future' – the real beginnings of the Council's initiative to provide facilities for cyclists.</p> <p>Local bodies in the greater Christchurch area were working together to improve the roading network both before and after local body amalgamation. The 'Ring Road' route (including portions of QE 2 Drive, Northcote Road, Greers and Grahams Roads) had been established along with the 'Railway Cycleway' that ran from Riccarton through to Northcote Road. The four-lane section of Harewood Road, built as part of the regional plan by the former Waimari District Council, in hindsight, should perhaps not have been built. Traffic volumes along the top ends of Harewood and Sawyers Arms Roads appear to be similar now that the Johns Road/Russley Road expressway has been completed.</p> <p>Suggested approach to the current cycleway proposal:</p> <ol style="list-style-type: none">1. A dedicated off-road cycleway along Harewood Road should be developed along the south side of the road only from Whitchurch Place through to St James Avenue and the existing Railway Cycleway.2. The cycleway should, wherever possible, be constructed as a stand-alone facility and wherever possible it should run parallel but separated from existing footpaths.3. All motor traffic should have free access to a new two-way roadway on the north side of the median divided carriageway. Parallel parking should be provided wherever it is required.4. The southern carriageway along the median divided roadway should remain one-way with allowance for parallel parking wherever this is required.5. Access to and from the large commercial areas at the Papanui end off Harewood, Sawyers Arms and Langdon's Roads needs improving. In Harewood Road the entrance into the Mitre 10 store is a real cause for concern.6. All work on this project should be done in conjunction with improved traffic management along the Greers Road section of the ring-road with particular improvements at the Sawyers Arms Road and Langdons Road intersections and the southern Greers Road approach to the Harewood Road intersection.7. An innovative solution to the many problems that presently exist at the Bishopdale roundabout will be needed. In my view the present proposals will unnecessarily add to the safety performance of this already complicated junction of the Harewood Road/Farrington Avenue and Harewood Road/Highsted Road intersections. <p>Effects of this approach:</p> <ol style="list-style-type: none">1. An opportunity exists to simplify the proposal by confining the dedicated cycle facility to the south side of Harewood Road. This would eliminate complications at various intersections along the road and reduce the number of traffic signal installations.	Brian	Neill	

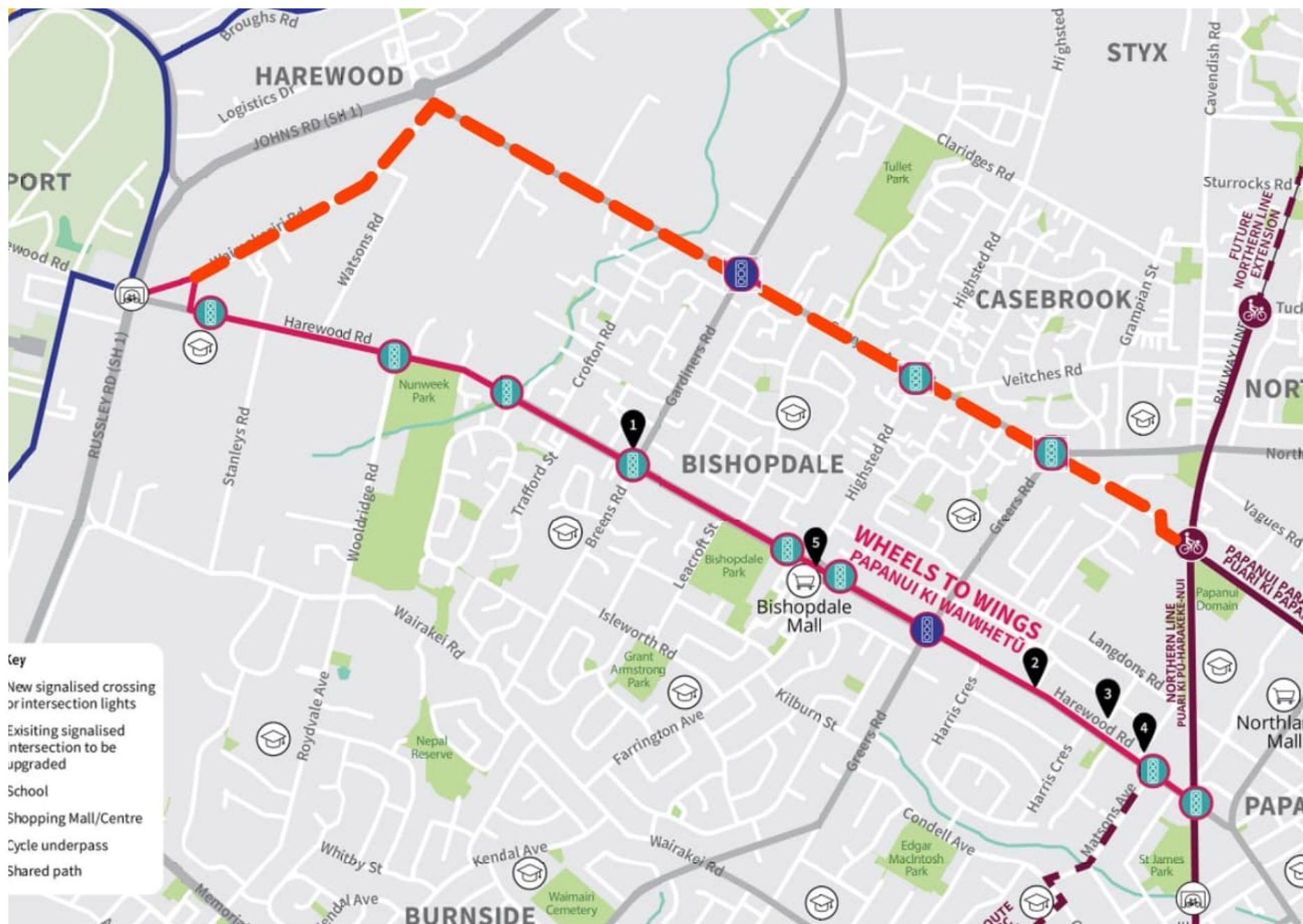
	<p>2. Intersection treatments could be modified and simplified including those where traffic signals are required to manage traffic. A stand-alone cycle facility would remove many conflicts between drivers and pedestrians and improve the safety performance of the new facilities.</p> <p>3. The opportunity exists to meet many of known community concerns about access and parking if the north side carriageway in the median divided section of the road is converted to a two-way road.</p> <p>4. The opportunity exists to meet many of known community concerns about access and parking if the south side carriageway in the median divided section of the road remains a one-way road. This should have a positive effect on the traffic generated from the Bishopdale shopping centre.</p> <p>5. The shifting of the cycle facility to the south side of the road would allow safety improvements to be made on the approaches to St James Avenue and the entrance to the Mitre 10 store.</p> <p>6. The Greers Road south approach to the Harewood Road intersection requires an additional lane to cater separately for left, straight ahead and right turns. The recent expansion of the commercial zone off Langdons Road has increased north bound road user anxiety at the Greers Road intersection. Signals are required to improve safety and ensure that drivers use the ring road rather than short cutting through residential streets. Likewise, signals, along with a realignment of Sawyers Arms Road at the Northcote Road intersections is well overdue.</p> <p>7. An extensively remodelled Bishopdale roundabout would be required to suit the cycleway alignment through the junction of Farrington Avenue. The opportunity exists and should be taken to solve a long-standing desire to re-engineer this important junction as part of this project.</p> <p>During my time at the Council projects as large as this just did not eventuate. The city is fortunate to now have the funding to make a real improvement for people travelling through the Papanui, Bishopdale, Casebrook and Northcote area of the city. The building of the motorway and expressway connections that have now all but been completed is a credit to those responsible. I am looking forward to the proposed cycleway and associated traffic management proposals coming to fruition. Do it once, do it right.</p> <p>I am available to discuss any points raised in this submission with the designers if it would be of assistance.</p>			
37534	<p>Kao ora Tara</p> <p>Thank you for the opportunity to provide feedback on the Papanui ki Waiwhetū Wheels to Wings Major Cycleway. I fully support the development of this route BUT NOT THE DESIGN currently circulated for community feedback.</p> <p>After 50 years of traffic engineering specialising in Road Safety Management I retired 7 years ago as a Principal Engineer Planning and Policy with the NZTA. Significate community concerns regarding the Cycleway plan circulated has brought me out of retirement.</p> <p>A significantly lower environmental and funding cost design incorporating appropriate width cycle-lanes (AustRoads Part 6A) and road carriageways (NZS 4404) is doable. Such a "One Network" design would better share the road environment between the needs of cyclists, motorist, businesses and rate payers.</p> <p>Along with a similarly experiences Traffic Engineer and Urban Designer (Brian Neill) a robust investigation has been undertaken of the draft consultation proposal. We do appreciate the time and support provide by Council staff and consultants to do this.</p> <p>There is considerable technical justification and community support to include the following FIVE SIGNIFICANT IMPROVEMENTS to the draft circulated for feedback:</p> <p>1/ Develop portion of Harewood Rd from Whitchurch Place to four lane section in accordance with more robust New Zealand Standards. This has the following benefits:</p> <ul style="list-style-type: none">• The raised platform is a significant safety hazard in this location when school or cycle traffic is absent and should be deleted• Shared use Cycle lane widths along Harewood Road can be reduced in places and still comply with the AustRoads guidelines (AustRoads Part 6A 11 Feb 2021)• Recent research show Traffic signals will create a significant safety hazard in this isolated location especially due to low use in off peak periods.• The low post and cable fence in Whitchurch Place appears unnecessary. It will be a trip hazard for people including recreational cyclists parking in this area. It will also limit people's access to the adjacent church.	Bill	Greenwood	

	<ul style="list-style-type: none">• The existing ‘swale’ drainage on the south side of Harewood Road is environmentally preferable to the proposed expensive provision of kerb and channel drainage.• Improved environmental sustainability (Less traffic control devices and concrete construction)• Lower financial cost <p>ADJACENT ISSUES: The recently installed 50km/h is a safety hazard as it doesn’t match current motor vehicle operating speeds. A warranted 60 km/h was very likely to have a lower and safer variation in these speeds</p> <p>Retaining the coverage of existing 40 km/h school zone will reduce costs and have no more than minor effect as traffic is already operating at slow speed.</p> <p>2/ Develop the 4 Lane sections of Harewood Rd as a 2 lane Minor Arterial on North side of the landscaped median with a 2m flush median and recessed parking bays behind cutdown kerbs. A west bound local road with separate 3m dual cycle lane on southside adjacent to median. This has the following benefits:</p> <ul style="list-style-type: none">• Provides traffics signals with three lane approaches on all legs at; Harwood road intersections with Breens/Gardeners, Greers Roads. Refer Urbis design.• Removes the need for cycle route to cross Harewood Road and for cycle signals at Nunweek Blvd• Retain significantly more carparks• Road type matched to use with motor vehicle operating speeds reduced and capacity increased• Dual cycle lane removed from service station frontage• Cycleway clear of driveways on both sides of road.• Southern properties frontages become a local road with existing parking retained.• Improved environmental sustainability (Less traffic control devices and construction)• Lower financial cost <p>ADJACENT ISSUE: The Breens/Harewood Intersection signals will result in increased crashes at the Wairakei/Breens intersection due to poor intervisibility. Signalising will assist north bound road users and reduce traffic volumes on parallel routes.</p> <p>3/ Provide traffic signals at the Bishopdale Court intersection with Harewood Road linked to the signalised roundabout. Refer Urbis design. This has the following benefits:</p> <ul style="list-style-type: none">• Retains existing roundabout with the proposed traffic signals• Removes a significant cyclist/vehicle conflict point on Bishopdale Mall Harewood Road frontage• Provides a simplified access to carparking retained along Elephant Park ‘local road’ frontage.• Improved environmental sustainability (Increased safety and accessibility especially for freight and pedestrians). <p>4/ Redevelop Harewood/Greers Intersection as signalised (three lane approaches all legs) intersection incorporating a dual lane cycle facility continued on the south side. This has the following benefits:</p> <ul style="list-style-type: none">• Reduction in intersection widths increases safety and reduce delays to all users• Road layout better matched to user experience• Improved environmental sustainability (Less delays to traffic including cyclists)• Lower financial and transport energy costs			
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	<p>ADJACENT ISSUE: Intersection capacity improvements (Greers/Langdons and Condell/Greers) required to further reduce ‘rat running’ on adjacent local roads.</p> <p>5/ Develop Harewood/Greers Intersection to Railway Corridor as a standard 2 lane Minor Arterial layout with a dual lane cycle facility continued on the southside. As per circulated Cross Section AB. Business and childcare on southside provided with an angle parking on side roads in conjunction with standard offset threshold treatment. This has the following benefits:</p> <ul style="list-style-type: none">• Provides continuity for dual cycleway route• Reduces need for cycle routes to cross the arterial road including• Removes the need for traffic signals at Masons Ave• Linkages to Nor ‘west Arc and Northern Line cycle route simplified• Reduced intersection and Mitre 10 conflicts with cycle route and need for restrictive local road thresholds• Significantly increased access and carparking for church and business at north side intersections• Road layout better matched to user experience• Improved environmental sustainability (Considerably Less delays to traffic including cyclists)• Lower financial and transport energy costs <p>ADJACENT ISSUE: Langdons/Greers, Condell/Greers and Sawyers Arms/Greers Intersections require signalling to assist west bound Mall users and reduce ‘rat running’ on adjacent local roads. The need for restrictive local road thresholds treatments will be eliminated.</p> <p>In conclusion our Technical and Community review has identified continuing the cycleway on the south side of Harewood Road for its full length is both desirable and achievable.</p> <p>The consultant (Urbis) for the Charity Hospital, Copenhagen Café and Caltex Services station has produced a workable traffic signalised solution for the Breens Harewood Intersection to provide separate left turn lanes with RED arrows to protect cyclists. Both Harewood Road approaches on the north side of the existing raised median shall feature a flush median.</p> <p>Urbis has also produced a workable traffic signalised solution providing access for Bishopdale Mall to/from Harewood Road. Once it has been “modelled’ by your consultants I’m certain it will be included in the changes resulting ‘from community feedback’. A further advantage will be that minimal changes to the circulated ‘roundabout solution’ will be needed to accommodate it. The Bishopdale Centre Business Association support this solution to address concerns regarding access to their Mall.</p> <p>Brian and I have had considerable discussions with Council and consultant staff around the preferred ‘typical’ cross section for the north side of the existing median potions of Harewood Road. All agreed it must have; two traffic lanes, a flush median min width 2m and on-street parking.</p> <p>To provide this, especially parking bays, an issue of significant services in the norther berm was identified. The use of ‘dropdown kerbing’ and recessed parking can however achieve this clear of existing services and trees.</p> <p>Thank you for the opportunity to full participate in our Council’s consultation on the W2W Cycleway. It has been enjoyable applying a “One Network” approach to find the best environmental and community solutions.</p> <p>I wish to attend and present at the Council hearing on this important regional cycle route. I fully support the development PROVIDED the above Significant Improvement and Adjacent Issues are addressed using the cost savings identified or included in future Council budgets.</p> <p>I look forward to our community committing to development of this important facility.</p>			
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Submission Number	Feedback	First Name	Last Name	Group/Organisation
38400	<p>I am against this proposal as it is currently designed. Costings and proposed usage</p> <p>The expense of this, in these times of Covid-related unemployment and people doing it tough, is unacceptable.</p> <p>I asked at one of the consultation meetings what proportion of the over 7000 workers at the airport cycled to work now. This question could not be answered. I asked how many workers would cycle if they could? Again, no answer. How, then, can planners expect people to believe the proposed figures for usage without reliable baseline data? Who would use Harewood Road to cycle to the airport for work when they live in Avonhead? How many workers in and around the airport work shifts at times when they'd be happy to bike rather than drive? How many cyclists are there currently on Harewood Road outside peak hours? Practicalities are being ignored. A nice bike ride to the airport for people like me who cycle recreationally isn't high on the list – what to do when you get there? Have an expensive coffee? Park your bike where?</p> <p>Why not trial a cycle-only lane on each side of the road at peak hours, rather like a bus lane, where Harewood Road has two lanes? That would just cost signage, enforcement (fines would recoup the cost of the signage), and there would be some meaningful data to analyse ahead of any future work. To further validate the data, trial the cycle lane over winter and spring.</p> <p>The funding from NZTA seems to be regarded as a bonus, something that will somehow give the city a wonderful facility for much less than the total. NZTA funds come from the taxpayer, who is (guess what?) also the ratepayer. Planners please note: this is not your money!</p> <p>Simpler solutions</p> <p>Don't use Harewood Road at all. There are many back roads either side of Harewood (and Wairakei and Memorial Aves, for that matter) that could guide bikes safely on a West/East axis. No need to remove any back street parking. Use sharrows, as around the back of Riccarton Bush.</p> <p>If you must disrupt one of the major routes to the airport, remove the grass berm/widen the existing footpath the length of Harewood Road and make a shared cycle/footpath. Cyclists to use the cycleway on the left, i.e. follow the direction of the road traffic. Put a line or install plastic reflector posts down the middle/use green paint to delineate - one side for walkers (nearer the houses, shops etc) and the outer side for cyclists, and enforce it.</p> <p>No need to remove any parking or reduce traffic lanes. No need to reconfigure streets to one-way. Works a treat in larger cities than ours. Put in good signage at the end of every street that exits on to Harewood Road warning that cyclists may be approaching. Do the same on the cycle lanes regarding motorists.</p> <p>Leave the trees in the Bishopdale roundabout alone. The shared pathway can follow a normal line across intersections at Highsted and Farrington.</p> <p>Breen's Road lights</p> <p>These lights are a necessity and have been delayed too long. They are not conditional on a cycleway, and the latter should not be used as an excuse to further delay their installation.</p> <p>When submissions were requested about these lights, Council staff listed pros and cons for their installation. One of the cons was that the lights would cause traffic to back up on Harewood Road. Now, apparently, this is not a problem – there are eight new sets of lights proposed, and the road is to be narrowed. I'm wondering if we are talking about the same Harewood Road. If, in fact, "it is the number of intersections that dictate how traffic flows, not the number of lanes between intersections" (Sheet 9), why complicate intersections that are just basic T-intersections? What data is there to show how traffic is not flowing well, therefore requiring more intersections to be controlled by lights? It seems to me that the proposed new lights are not about traffic flow but all about protecting the proposed cycle lanes.</p> <p>Summary This design is over-engineered, too expensive, and unnecessarily complicated and disruptive.</p>	Barbara	Purvis	

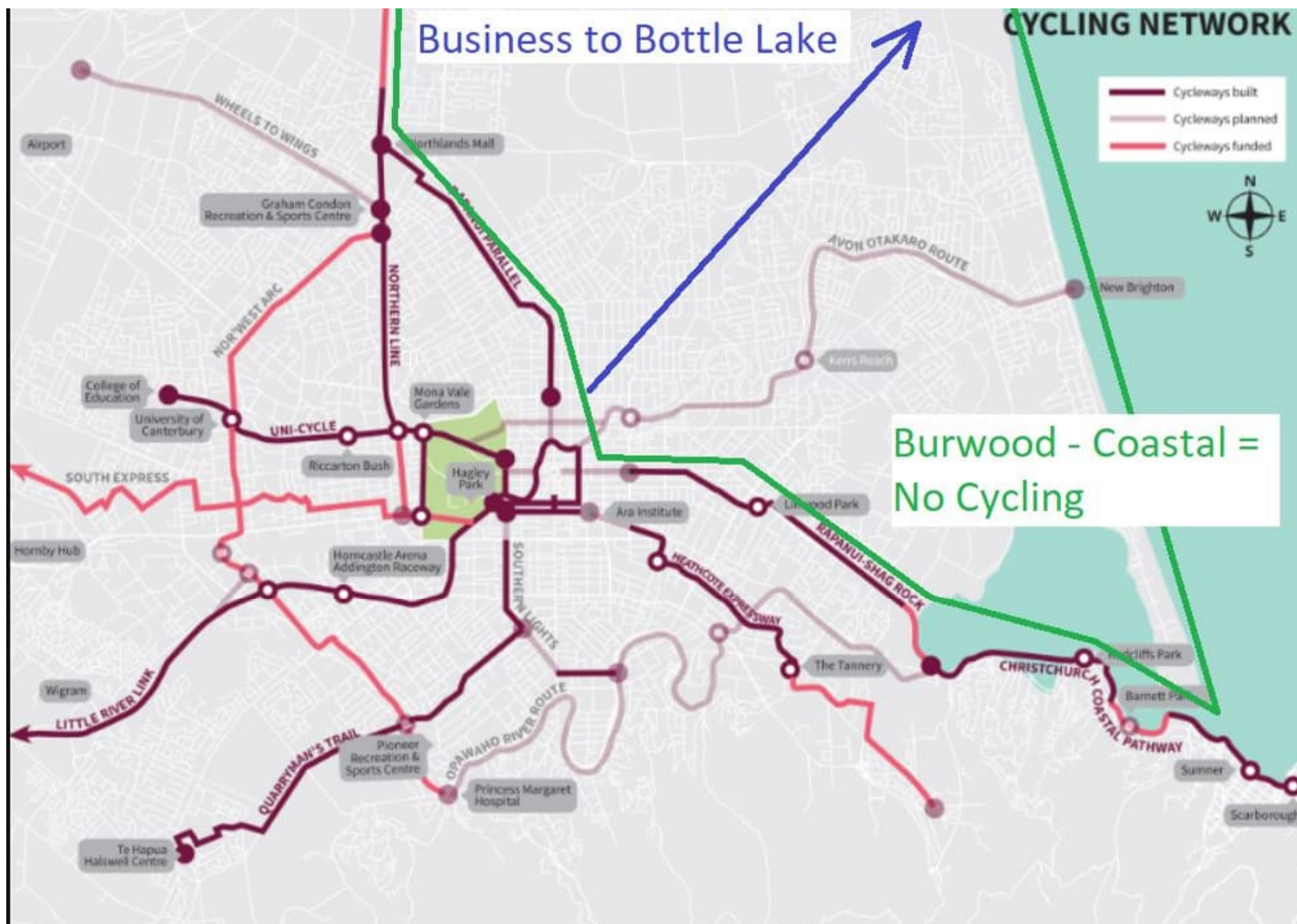
Submission Number	Feedback	First Name	Last Name	Group/Organisation
38468 (Att)	<p>While I support cycle routes I struggle with the logic of the chosen street hierarchies that CCC has followed.</p> <p>There are several considerations including main routes for vehicles (trucks and cars) plus cycle routes.</p> <p>Sawyers Arms Road has in my opinion greater traffic flows and heavier traffic that it was designed to take and ask Council to consider this as part of the whole traffic assessment/strategy for the area.</p> <p>Harewood Road is a larger road that should be able to accommodate much greater traffic flows than it currently carries and comprises a mix of residential and commercial activities whereas Sawyers Arms Road is primarily residential in nature.</p> <p>Therefore the heavy traffic and greater traffic flows seems somewhat incompatible with a predominately residential environment vs the commercial/residential environment of Harewood Road.</p> <p>Has CCC had an overall strategic map of cycleways or is this being done in a piecemeal fashion?</p> <p>There is a cycle way between the city center and the intersection of Sawyers Arms Road and the railway. Has CCC considered extending the cycleway up Sawyers Arms Road to Waimakariri Road to then link with the underpass under Johns/Russley Road?</p> <p>I also struggle with the safety aspect of having buses and cycles sharing the same portions of the road with potential conflict between people exiting buses and cyclist on the cycle lanes. This would be avoided if cycleway was located on Sawyers Arms Road.</p> <p>This would involve dealing with the volume and type of traffic permitted on Sawyers Arms Road but seems like a far more logical choice. I suspect my proposal would be less disruptive to businesses and residents and would be a cheaper alternative for construction with the installation of only three new signalised intersections rather than eight new signalised intersections and would be a shorter route.</p> <p>I do support is the installation of lights at the Harewood and Gardiners Road intersection and would suggest that traffic light controls are also needed on the Sawyers Arms / Northcote Road intersection depending on the final decision on the use of Sawyers Arms Road.</p> <p>I have made a copy of the plan and added graphically my alternate alignment proposal.</p>	Carl	Fox	



Submission Number	Feedback	First Name	Last Name	Group/Organisation
38769	<p>I'm not opposed to cycleways and see the merits in them. I should use them more often and that is probably what you are trying to achieve by putting them in everywhere. Build them and more people will bike which is the argument to everyone who says they never see any cyclists in their area. I made the mistake just yesterday of taking my daughter on the back of my bike from our house to the new shopping complex in Langdons Road. It was terrifying and a cycleway would have helped.</p> <p>I hope that the quite bizarre road layout leading to the Bishopdale roundabout might now be addressed. Strange lanes that go in directions you didn't anticipate! It's fine once you get familiar with it, but is peculiar to begin with.</p> <p>I do have a number of concerns with this proposal.</p> <p>Design concerns</p> <p>As a general note, I find that some of the cycleways have corners that are difficult to navigate, especially around or crossing railway lines. I do have a large cargo bike, bigger than the average bike, but these are getting more and more common and need to be taken into consideration during design.</p> <p>Please consider the landscaping used along cycleways. As an example, please refer to the artist impression you have (image 4 of 9) for Chapel/Harewood intersection. The planting needs to be maintained at a low level to ensure those in cars have good visibility, especially if the cycleway is two way.</p> <p>Chapel Street</p> <p>For many years, I have used Langdons Rd/Chapel St/Matson's Ave heading in both directions as a route when driving. This will no longer be an option under this proposal with the cul-de-sac proposed. As a (very) regular customer of Mitre 10 Mega, I do query what this will do to accessibility coming from the north. Langdons Rd itself has become diabolical due to the new shopping complex. Turning right out of Chapel into Langdons isn't an option anymore due to the high volume of traffic. Cul-de-sacing Chapel will only force more traffic out onto Langdons.</p> <p>Sawyers Arms Road</p> <p>I understand that the decision was made some time ago to make Sawyers Arms the main road rather than Harewood. I'm not sure though that much has been done to implement this and prepare for increasing traffic numbers expected to be diverted from Harewood. The intersection of Sawyers Arms/Greens/Northcote is in dire need of addressing. As is the Northcote/Sawyers Arms intersection not far past this intersection. Increased traffic diverting from Harewood to Sawyers Arms will find its way down this smaller section of Sawyers Arms and past the Papanui Domain and towards Northlands Mall. I can't see this section of the road being prepared for vastly increased traffic numbers. There are also already high numbers cutting through Nyoli St between Vagues and Sawyers Arms. This is a small, narrow street not designed for this kind of traffic, which I see will only get worse if more traffic is diverted down Sawyers Arms.</p> <p>Please also remember the number of schools in this area, with another secondary school (Marion) due to open in a few years. This will increase traffic even more.</p> <p>And before you even mutter that these issues are out of scope or the area of this project, I would argue that any flow on impacts of diverting large amounts of traffic is very much relevant.</p> <p>Car parking</p> <p>The loss of car parking in places is of concern. We have an ageing population and for some, mobility is an issue. I understand that there is no given right to have street parking outside your house or business (and perhaps businesses could do more to ensure they provide ample parking), but maybe in places this could be reconsidered.</p>	Megan	Pearce	
38735	<p>Kia ora koutou</p> <p>I am a semi-retired professional person who has been significantly involved in leading change and sector engagement, and creating safe communities locally, nationally and internationally. As an avid cyclist, I also want to see 'fit for purpose' safety improvements but not at the expense of other groups within the community.</p>	Graeme	Barber	

	<p>Following attendance at information sessions, I asked Council staff for copies of the Change Strategy and Management Plan for this project so that I can best prepare my submission. If it does not contain an impact assessment statement and or success criteria can you also please provide them. The following response was provided</p> <p>"Staff are unsure what documentation Mr Barber is seeking. There is no change management plan in place for the cycleway. We will do a change register, but this cannot be done until the consultation has been completed, and any changes developed. Once a change register has been finalised, it will be provided as part of the report to the Hearings Panel".</p> <p>"Mr Barber also requested a copy of the impact assessment statement or success criteria. There was no need to complete an impact assessment statement as there are no consents required for this project".</p> <p>I must say that I find this response very high handed and distressing. It appears Council staff are hiding behind this development not being within the consent process.</p> <p>I accept they need a change register, but I would have thought that when the Council are embarking on a large and costly project (\$19 million) it would create a Change Strategy that included impact assessments for all stakeholders, a change register, success criteria, and readiness criteria (which identifies what must be done at all stages of the change before progressing to the next stage)as part of or at least soon after the Business Case was put forward.</p> <p>The Consultation process is the place to test plans, all aspects of the Change Strategy and to update as needed.</p> <p>This response shows disrespect to residents, workers and businesses and points towards the desire by staff not to work with the community to develop what is best for the community. It points more towards this project being driven by ideologies and a desire to impose a one size fits all approach to implementing an NZ and a Christchurch wide cycling plan. It also leads me to infer that the project has become more important than the people affected financially, emotionally and socially. If Council wants to improve safety for cyclists while also reducing the impact on others then it needs to ensure it develops a change process that engages with its ratepayers and those who will be impacted much earlier in the process and ensure that the project is then driven upwards and not as in this case perceived as a top-down approach. It feels like the public have been engaged late in the design process and only being listened to now because of the adverse reaction to the Project. A top-down approach that is devoid of authentic co-design can only lead to a lack of trust and confidence in Council staff and elected members.</p> <p>Is it not the Councils business to meet community needs and not to predetermine and impose them?</p>			
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Submission Number	Feedback	First Name	Last Name	Group/Organisation
37297 (Att)	<p>Hi there,</p> <p>I've seen a lot of press recently about how residents are very angry about the Wheels to Wings Cycleway. Just one of many articles: https://www.stuff.co.nz/the-press/news/124173723/calls-for-christchurch-city-council-to-ditch-19-million-cycleway-design</p> <p>Yes, this is outside of my community (I live in Parklands...previously Avondale), but all this complaining highlights the fact that the north-east of Christchurch is completely neglected by the Major Cycleways Program!!!!</p> <p>Have a look at the attached screen capture of the map of planned / completed Major Cycleway Routes. While there is the Avon Otakaro Route, this is more likely to be a leisure route not a commuter route and at the pace of Red Zone work, my young children may see it in their lifetime. Therefore, I would like to propose the "Business to Bottle Lake" cycleway (blue arrow in the screen capture). This could even incorporate the Avon Otakaro Route. The Business to Bottle Lake Cycleway would connect a lot of communities to the CBD (Richmond, Shirley, Dallington, Burwood, Prestons and Parklands).</p> <p>So, back to the Wheels to Wings Cycleway, while people are complaining about this cycleway, and the Fendalton-Waimairi-Harewood Community want to scap their \$19M project, let's take this opportunity to shift that funding to somewhere more useful like my proposed Business to Bottle Lake Cycleway!!! Would love to hear your feedback.</p> <p>Kindest Regards, Jeff</p>	Jeff	Ray	



Submission Number	Feedback	First Name	Last Name	Group/Organisation
37532	<p>Because I live in the area I see how it works, and it all works fine that I can see, if you take away 2 lanes then their will be a build up of cars that we don't experience now. So traffic jams we never had. There does not seem to be a big amount of cycles in this area either. Also in the future cycles may be replaced with something else, and all this money will have been spent for nothing. I travel around the city a lot and hardly ever see any cyclists. Why not one good sized cycle lane on one side of the road that they can share. Taking away car parks kills businesses, people cant be bothered so go to the malls instead. Cycle lanes were put on colombo st near Edgeware village, on both sides of the road, and now people that live in flats etc in the area have no where to park, also no where to park when visiting friends there. the car is here to stay whether it be electric or petrol driven, it is quick and easy. I could never have biked to work as I would be expected to dress well once there and riding a bike certainly is not good for the hair or clothes. I think this is being done too quickly</p> <p>think about it again 19 million is a lot of money!!!!</p>	Roger	Roberts	
38351	<p>If the road changes proceed then I would ask the council to ensure there is adequate parking outside the dairy on Harewood Road. Currently there is a Telephone booth outside the Dairy on the Harewood Road side and customers of the Dairy will park by the booth and quickly come into the shop and make their purchases and return to the park. We would request that two parks remain outside the Dairy near the booth so that the business does not lose passing trade. The existing consultation plan does provide two 5 minute parks, but these parks are not in close enough proximity for customers to access the dairy expeditiously. We also can not see the merit of narrowing the road entry on Trafford Street from Harewood road for grass/landscaping and seating at the expense of car parks directly outside the block of shops. We do not think this is necessary and if it is to proceed the plans for it are tweaked to allow for parking from the existing power pole back along the length of the block of shops.</p> <p>I also like to note that we are continually been told by both central and local government to support our local businesses. By taking away current parking from existing businesses to benefit cyclists you are making it increasingly difficult for these businesses to survive during these testing times. I believe that businesses should have the same recognition that cyclists have.</p>	Tushal	Patel	
43118	I have lived on Harewood Road for 34 years also worked in the area for 29 years. Major cycleway on Harewood Rd is the wrong location. No survey has been done on cyclists and CCC is spending over \$25 million. As I have lived and worked in Harewood we have been asking for lights at Breens & Gardiners Rd (not a major cycleway) always promised but it never happens over a period of 30 years. Is it correct Breen's Rd lights won't go ahead if cycleway does not go ahead. It is tie the Council listened to the residents & not a few cyclists who will benefit from this very expensive debacle.	Dianne Marie	Lawrence	
36991	What is the impact on the greater community? Has this been fully investigated? The 2 laning will have severe impacts on : Sports at parks because of lack of parking, Charity Hospital access, Nursing home access and parking, businesses that will lose parking, access for homeowners, streets being narrowed to enter/exit Harewood will create huge congestion, u-turns that are currently taking 2 lanes to turn will make drivers do 'risky' turns, waste of money for lights at Bishopdale roundabout, right turn from Harewood in and exiting so that you can access Harewood Tavern, New World, YMCA other shops gets very congested. The lights at Harewood, Gardiners, Breens is a definite must and greatly reduce the risks taken to get through this intersection. Traffic issues from this proposal will move the issues to other roads eg Wairakei Rd and Sawyers Arms Rd. Driving to work is heavily congested now and traffic is backed up at times to between Sails and Chapel Streets. This will get worse with the proposal in its current form.	Debra	August-Jordan	
37041	Totally support the design and plan in its entirety. The need to have connected, safe cycle ways is a model that will future proof our city for generations. The health benefits of increased cycling is realised both in a human and environmental area. Can I ask we learn from NZTA about how not to construct a cycle way, ie the unsafe cycle lane on SHWY 1 between airport and Russley where the barrier seems to serve the purpose of protecting grass and not the cyclist. I cycle extensively through our city and in places there is truly some poor design elements but hey a work in progress. Don't forget about linked cycle ways for the East into the city.	Kirk	Blumers	
38891	<p>CCC have not carried out any proper Cyclists numbers survey and to embark on a 20 million dollar cycleway project with such consistently witnessed minimal cyclist numbers is both wreckless and unwise use of Ratepayers money. For these and many other reasons I oppose the Harewood Road cycleway proposal.</p> <p>I wish to speak to the Hearings Panel about my submission.</p>	John	Sugrue	
36972	I am deeply opposed to the cycleway and changes to Harewood Road as I live there. cycleways do not inspire me to use my bike as my work requires my car with products. the copenhagen bakery is a critical location for us locals and would lose business. I cannot believe that changing a easy flowing two lane road to one is an advantage to this city. providing parking is an important focus. current cycleways are not being used now. I agree with the traffic lights on gardners road	lynn	bray	
36805	This whole design is an appallingly bad idea. There is a good, steady flow of traffic on Harewood Road & all four lanes are needed constantly. Access to properties will be severely restricted with a cycleway, & this will cause constant problems & irritation. The one & only good idea in the whole plan is to put traffic lights at Harewood/Gardiners/Breens road intersection. This is long overdue. Please do not put cycleways in, they are a complete waste of time & money and are hardly used. I can count on one hand the amount of people I have seen using them.	Helen	Hessey	

Submission Number	Feedback	First Name	Last Name	Group/Organisation
36423	<p>Oh I will be making a submission all right. This is the most ridiculous thing I've ever heard. You will NOT be doing this on Harewood Road. I will protest, i will smash it, i will stop paying my rates, i will picket, i will get a petition. You will NOT do this to my road. You will hear from me big time. This will not be happening on my road. Ever.</p> <p>Once again, someone employed by our City Council is sitting at their desk, spending \$20 million of rate payer money on a complete waste of time and something that will not only 'not' be utilised, but something that will inconvenience 100% of the residents on Harewood Road and every subsidiary street that leads onto Harewood Road, one of the main northern routes in the city!.</p> <p>I am referring to the RIDICULOUS proposal called "Wheels to Wings". What on earth are they thinking??</p> <p>The person who is proposing this ridiculous waste of money has obviously NEVER lived on Harewood Road. I have lived on Harewood Road for over two years, so I know first-hand how busy that road is. I haven't enough fingers and toes to count the amount of police, ambulance, fire-vehicles that scream past on a daily basis, sometimes eight in a row. If you reduce lanes it will create more difficulty for emergency vehicles (police, fire, ambulance) also because if a cycle lane is there, cars CANNOT pull over to let emergency vehicles pass safely and quickly, hence endangering lives.</p> <p>Some mornings it takes me up to ten minutes to even be able to back out onto Harewood Road, due to the line of traffic and reducing to one lane will make the line of traffic longer and more continuous creating an even longer wait for residents to move out onto the road.</p> <p>If this ridiculous cycle lane goes ahead, there will be traffic jams, backed up half way and down the entire road, not to mention accidents because frustrated people take risks. Harewood Road is one of the busiest roads in town, a main road to the airport and to the northern motorway, and yet you plan to reduce it to one lane each way! There are no words to explain how totally ridiculous and impractical this idea is. Harewood Road is far too busy to include dedicated cycle lanes. In addition, I am sure this plan will greatly devalue our property values as there will be no parking for owners and visitors as stated above, a lot more traffic congestion.</p> <p>There are also four old people's rest home facilities on Harewood Road, and a lot of the visitors to these facilities have to park on the road because of inadequate off road parking in these facilities. We are talking about all age groups, but often elderly visitors. Do you want them to have to walk miles to visit their friends/family members?? Let alone have to pay for parking!!!!</p> <p>Has the person/s who 'designed' this complete waste of time and money, ever tried to park on Strickland Street? I have twice recently, accidentally driven over those stupid judders that separate the road from the cycle lanes. There is nowhere to park when visiting friends or businesses on Strickland Street. And Strickland Street is nowhere near as busy as Harewood Road. The whole idea is ABSOLUTELY RIDICULOUS! And must be stopped. The council must rethink this nonsense and remember that the rate payers and citizens of Christchurch are their employers!</p> <p>I have read and re-read the plan, complete with all the diagrams etc. and am completely baffled to think that they are planning on completely destroying one of the main thoroughfares in northern Christchurch with these cycleways and judders that are going to completely inconvenience every single resident of Harewood Road and all the side streets, plus cause unlimited amounts of damage to cars bouncing over the judders!</p> <p>Not to mention the total waste of money by ripping up trees and replacing them with more trees! For God's sake, councillors, mayor etc. don't waste money making a mess of something that is not even broken. Put money into things that ARE broken, like roads in other areas that are still a shambles, since the earthquakes e.g. the east side.</p> <p>The council obviously consented to and built the Langdon Road strip mall, which has increased traffic tenfold to that area. That traffic also uses Sails Street and Chapel Street to get back onto Harewood Road. With these proposed changes to the entrances to those streets, they will no longer be able to do this, hence creating more bottle necks at the Greers Road end.</p> <p>I believe it to be true that the Bishopdale Community Board have NOT cleared this plan. Were they even consulted in the early 'birth' stages of whoever's idea this was?</p>	Linda	Mcmeeking	



	<p>I agree one hundred percent with the letter from Roger Mathieson in the Press dated 28 January 2021.</p> <p>THIS MUST BE STOPPED BEFORE IT STARTS!</p> <p>The following is copied from a message from the board member for Bishopdale Community: "The Cycleway consultation is now open for Harewood Rd. Just to be clear our community board did not support this design even though we all support getting people on bikes and cycle safety. We wanted to have our community on board with this plan and asked if could co-design workshops, temporary works etc. Instead this has gone straight out for consultation without board approval."</p>			
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Submission Number	Feedback	First Name	Last Name	Group/Organisation
37978	<p>What a glossy presentation for the cycleway.</p> <p>As a resident and regular user of the roads affected by proposal for a cycleway and cyclist safety and the underlying results for us who live in the area. There are many concerns that will have consequences if the proposed plans proceed.</p> <p>Questions requiring answers:</p> <p>1. How many of those who are responsible for this plan live in the area? How much of our rates are required? Why is this plan being introduced when other desperate areas in need are not being addressed? The number of cyclist usage?</p> <p>2. The removal of trees which are an identity of Bishopdale, the aesthetic and mental health benefit from them and the spring bulbs. Certainly appreciated due to the earthquake and covid. The tree cycle enables the cleaning and absorbing airborne particles and gaseous particles through their leaves. Improves the air, a need with the number of traffic and shoppers. It is also habitat for birds. Is Ecan involved in this process? At this early stage evidence of wrong choice of planting on the new Cranford motorway roundabout grasses due to their height obscures views of vehicles approaching for the east side. What are the chances and guarantee that there will be no repeat of error replacement.</p> <p>3. The picture and ideas for the shared walkway how much. How long a time and monies required. Road works we have experienced interminably long time and distracting. Due to water pipes, drainage etc. What is the overtime estimated for such work?</p> <p>4. In your plans the useage of cycleways to commercial areas in Harewood detracts from our Bishopdale commercial businesses. The lack of parking lessens access to Copenhagen Bakery, shops at Trafford St. Green grocer, rest homes and very important identity Charity Hospital</p> <p>5. Parking in Sawyers Arms Road near Northland and the cycleway and the parked vehicles there leaves a lot to be desired and will this be a pattern for Harewood Road, and idiotic event resulting in badly repaired road. The ending of two lanes in favour of cycle lane resulting in more banking up of traffic. Especially Harewood road over Greers. Omission of right hand turns access and exiting of mentioned streets and introduction of Cul de Sacs who benefits. No access to Langdon rds.</p> <p>Parking in Harewood and Breen's Road will be limited does the disruption to parking at the elephant park and the effect of parking for Harewood School not regarded. Concern of the long time required for such a big change in this area will result in a worrying concern, to the local people.</p> <ul style="list-style-type: none">• What provision is made for right hand turns from Leacroft Street into Harewood Road?• What provision is made for right hand turns from Cotswold Avenue into Harewood Road?• Explain Chapel Street entry, the information sheet looks to have a new entry through the rest home to a roundabout, supposedly to the rear entry to Mitre 10.• Will there be right hand turns from mitre 10 car park into Harewood Road?• What happens to the turning bay in Harewood Road between Greers Road and the mall roundabout?• How does the north side of Harewood Road outside the Caltex Station suddenly become two lanes approaching Highsted Road? What about the bus stop at the corner?	Rangi	Bootsma-Hey	

Submission Number	Feedback	First Name	Last Name	Group/Organisation
39040/42838 (Att)	<p>Submission attached</p> <p>42838 - Second Engagement Feedback</p> <p>A. I do not support many aspects of the plan presented and having a history of the community regarding safety and reasons why certain pedestrian crossings and bus stops were originally installed.</p> <p>B. The plan as presented has truly little consideration for the mature residents who will be socially isolated, unsafe, limited access for outings, crossing Harewood Road, catching buses, and visiting neighbours and friends.</p> <p>C. Harewood Road drivers, cyclists, and pedestrians have huge issues with sunstrike especially about 3pm, on certain times of the year when traveling towards the airport.</p> <p>D. Do not support the removal of parking for essential workers who need parking 7 days a week 24 hours a day. Some of these facilities have been established on Harewood Road for over 60 years. Staff at these facilities are not locals they come from all over Canterbury.</p> <p>E. Council should purchase and provide land for parking for these essential workers it is not only the rest homes, but there are also other medical staff, Police, Public Servants etc. Since the Langdons Link has been built there are cars parked on all streets between Greers Rd, Langdons, and Harewood Rd. Hoani St, Sails St, Chapel St, Wilmot St, Morrison Avenue, Harris Crescent, St James Ave, and Matsons Rd from 8am till 6pm.</p> <p>F. Interesting that housing development has been developed in Wilmot St, and beautification in Hoani St, is to be a cul de sac. Emergency access will be an issue and currently there is not enough room for the Fire Emergency vehicles to enter since parking is on both sides and full by 10am till late in the day.</p> <p>G. It is important that the entry and exit be investigated and installation of lights at the intersections of Langdons Rd/Chapel St, or Langdons Rd/Sails St. Langdons Rd/Greers Rd, LangdonsRd/Langdons Linked in need. There are many minor crashes, and these are not often reported.</p> <p>H. Double cycleway from the Railway line to Chapel Street is a danger and the vehicles that are turning into Mitre 10 all hours of the day and weekends will see fatalities happening. Research shows that a lot of crashes happen with cyclists when a vehicle is turning left. Even though the rule is a vehicle must give way to a cyclist when turning left, a speed of a cyclist will reach the vehicle when it is negotiating the turn on the centre of the car/truck.</p> <p>Would recommend that Council commences this plan at the end of Harewood Road Airport end. This would see Harewood School traffic issues decrease and this provide most important safety for the pupils, parents, and cyclists. Linking cyclists to use the underpass on Johns Road for the cyclists that would use it.</p> <p>The following issues be considered.</p> <ol style="list-style-type: none">1. Speed on Waimakariri Road be 40 km important for drivers.2. 40km speed always outside Harewood School like many other countries rather than limited times.3. Watsons Road have Stop signs on it and the design be narrower so that drivers do not develop a left hand turn.4. Council monitor and enforce hedges to be kept pruned to always provide excellent vision for safe intersections, especially Watsons Rd.5. Bus shelter be provided at 598 Harewood Road opposite Nunweek Park.6. Crossings be provided so that pedestrians can access the buses on Harewood Rd.7. Do not support concrete separators rather have plastic coloured like many other communities and cities. Concerned about injuries resulting from falls.8. Do not support the removal of the bus stop from outside of Wesley Care Hospital 91 & 93 Harewood Rd due to safety of bus patrons. Huge issues of crime will occur again in this area for patrons waiting for or leaving buses if this bus is at the entrance of Harris Crescent.	Yvonne	Palmer	

	<p>9. The installation of the bus stops outside of both Retirement facilities was for the residents being able to access the buses as most of the residents no longer have cars.</p> <p>10. Retaining the bus stop is safe for the residents vehicles of Marblewood Place waiting for the bus to go before entering Harewood Rd.</p> <p>11. Do support the vehicles turning in to Sails Street as the previous plan had a history of crashes since the Langdon Link had opened.</p> <p>12. Would support turns into Sails Street from Harewood Road.</p> <p>13 Do support the turning from Chapel Street into Harewood Rd only due to the number of vehicles that use this intersection as a U Turn. The visibility of entering Harewood Road is safer rather than turning right out of Harewood Rd into Langdons Rd.</p> <p>14. Lack of lighting and safety with moving the bus stop further along Harewood Rd towards Harris Crescent.</p> <p>15. Have issues about the vehicles that are entering Harewood Road Bishopdale Roundabout as the rules of driving are that you must enter the closest Lane and then indicate to move into the next lane, and again into the right-hand turn lane. Police do enforce this road rule and carry out education regularly.</p> <p>16. Support parking for Copenhagen Café as this is an important community café where social connections occur daily.</p> <p>17. Mitre 10 is another social connection for residents and friends as there has never been a community Centre in the Papanui Community.</p> <p>18. Chapel Street Methodist Chapel needs total support as they have become a facility that supports and provides community meetings, training facilities and a large funeral facility that needs council support. Since the earthquakes this is one and the other facility Papanui RSA who have been open for community use of their facilities.</p> <p>19. The consent given for traffic turning from Harewood Rd new housing development is going to be a crash area immediately the complex is built. Restell St was a danger for vehicles, and this will occur at the Harewood Railway line with right hand turners coming out of the housing development. This should be left hand turns in and out immediately the development is opened. I am amazed that there is no mention of scooter users and mobility scooters as they are now often on the road and not on the footpath. Another issue will be trucks trying to access this area for deliveries. Harewood Railway Crossing had many fatal crashes there until the establishment of the Community Board along with the Local MP and Council staff saw barrier arms installed at Harewood, Langdons, Sawyers Arms, and Northcote Road. The cost of fatal crashes is huge but why do these have to happen, because lack of consultation does not provide community knowledge and history.</p>			
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SUBMISSION

WHEELS TO WINGS

- A. I do not support many aspects of the plan presented and having a history of the community regarding safety and reasons why certain pedestrian crossings and bus stops were originally installed.
- B. The plan as presented has truly little consideration for the mature residents who will be socially isolated, unsafe, limited access for outings, crossing Harewood Road, catching buses, and visiting neighbours and friends.
- C. Harewood Road drivers, cyclists, and pedestrians have huge issues with sunstrike especially about 3pm, on certain times of the year when traveling towards the airport.
- D. Do not support the removal of parking for essential workers who need parking 7 days a week 24 hours a day. Some of these facilities have been established on Harewood Road for over 60 years. Staff at these facilities are not locals they come from all over Canterbury.
- E. Council should purchase and provide land for parking for these essential workers it is not only the rest homes, but there are also other medical staff, Police, Public Servants etc. Since the Langdons Link has been built there are cars parked on all streets between Greers Rd, Langdons, and Harewood Rd. Hoani St, Sails St, Chapel St, Wilmot St, Morrison Avenue, Harris Crescent, St James Ave, and Matsons Rd from 8am till 6pm.
- F. Interesting that housing development has been developed in Wilmot St, and beautification in Hoani St, and yet there is no parking provided for the incoming residents on site.
- G. It is important that the entry and exit be investigated and installation of lights at the intersections of Langdons Rd/Chapel St, or Langdons Rd/Sails St. Langdons Rd/Greers Rd, Langdons Rd/Langdons Linked in need. There are many minor crashes, and these are not often reported.

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Would recommend that Council commences this plan at the end of Harewood Road Airport end. This would see Harewood School traffic issues decrease and this provide most important safety for the pupils, parents, and cyclists. Linking cyclists to use the underpass on Johns Road for the cyclists that would use it.

The following issues be considered.

1. Speed on Waimakariri Road be 50 km.
2. 40km speed always outside Harewood School like many other countries rather than limited times.
3. Watsons Road have Stop signs on it and the design be narrower so that drivers do not develop a left hand turn.
4. Council monitor and enforce hedges to be kept pruned to always provide excellent vision for safe intersections, especially Watsons Rd.
5. Bus shelter be provided at 598 Harewood Road opposite Nunweek Park.
6. Crossings be provided so that pedestrians can access the buses on Harewood Rd.
7. Do not support concrete separators rather have plastic coloured like many other communities and cities. Concerned about injuries resulting from falls.
8. Do not support the removal of the bus stop from outside of Wesley Care Hospital 91 & 93 Harewood Rd due to safety of bus patrons.
9. The installation of the bus stops outside of both Retirement facilities was for the residents being able to access the buses as most of the residents no longer have cars.
10. Retaining the bus stop is safe for the residents of Marblewood Place waiting for the bus to go before entering Harewood Rd.
11. Do not support the vehicles turning out of Sails Street as it is too close to Harris Crescent and since the opening of Langdons Link we have had several crashes one was serious.
12. Would support turns into Sails Street from Harewood Road.
13. Do not support the turning into Chapel Street from Harewood Rd only due to the number of vehicles that use this intersection as a U Turn. The visibility of entering Harewood Road is safer rather than turning right out of Harewood Rd into Langdons Rd.
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the closest Lane and then indicate to move into the next lane, and again into the right-hand turn lane. Police do enforce this road rule and carry out education regularly.

16. Support parking for Copenhagen Café as this is an important community café where social connections occur daily.

17. Mitre 10 is another social connection for residents and friends as there has never been a community Centre in the Papanui Community.

18. Chapel Street Methodist Chapel needs total support as they have become a facility that supports and provides community meetings, training facilities and a large funeral facility that needs council support. Since the earthquakes this is one and the other facility Papanui RSA who have been open for community use of their facilities.

Yvonne Palmer

[REDACTED]

Papanui

[REDACTED]

Submission Number	Feedback	First Name	Last Name	Group/Organisation
38999	<p>My wife and I are in Europe almost every two years spending much time with family and friends in Holland and Germany. Holland is probably the most biking nation in the world and what they have done is widen the footpaths so there is a strip for bikers.</p> <p>The idea of making Harewood Road as a one lane each way is utterly "stupid". With the amount of people for example who go to Copenhagen Bakery versus the small number of people who bike along Harewood Road.</p> <p>For example if it is one lane and the bus stops at it drop off point this is going to create a massive line of held up traffic. Why can't you narrow the centre strip, leave the trees still keeping Harewood Road as two lanes and widen the footpath.</p> <p>I have photos to prove my point taken in both Holland and Germany - widen Northcote Road. I do agree with lights at Breens Road.</p>	Graeme	Smith	
38507	<p>I oppose the cycleway for Harewood Road in its proposed format.</p> <p>Instead I would suggest the cycleway be put in the middle of Harewood Road from where the two cycleways meet at approx. Matsons Ave going west. The cycleway to be in the middle of the road from there up through Greers Road intersection through the middle of the Bishopdale mall an on up to where the present proposed change to the left side at approx. a little west of Croftons Road. From there the cycleway would be as proposed in the present plan. The present islands I the centre of Harewood Road from Greers Rd to Breens/Gardiners Road are just over 4 metres wide – enough for a double cycleway.</p> <p>Traffic lights to be installed at Breens/Gardiners/Harewood intersection.</p> <p>Cycleway to be fenced on both sides with the only breaks in it being at controlled intersections or controlled crossings.</p> <p>All roads leading onto Harewood Road accept the Breens/Gardiners, Highsted/Farrington, and Greers Road, would be left turn only in and out. This would stop traffic crossing the cycleway accept at controlled intersections.</p> <p>Controlled crossings for pedestrians to be installed where the cycleway starts in the centre of the road at approx. Matsons Ave, at approx. Wilmot St, both ends of the Bishopdale roundabout and at a crossing between Cotswold Ave and Leacroft St.</p> <p>This plan would leave most if not all parking on Harewood Road and the two lanes as they are now</p>	Brian	Breen	
38879	<p>Section 1 - Harewood school to Nunweek park. Most of this appears to make sense and I generally agree.</p> <p>Section 2 - Nunweek park to Bishopdale roundabout. I generally agree with this (especially lights at Harewood/Gardiners/Breens and reduction to one lane). Do not agree with the impact on parking by Copenhagen bakery - everything possible should be done to assist a local small business to make it easier for their customers to park close by.</p> <p>Section 3 - Bishopdale roundabout. Disagree with all of this. We don't need the roundabout! Taking out the entire roundabout (including obviously all the trees - we have enough trees) to me seems a better solution and would (I hope) make for less traffic lights and make the design of the cycleway easier, if we stick to traditional cycle lane on each side of the road.</p> <p>Section 4 - Bishopdale roundabout to Greers Road. Disagree with most of this, except the reduction to one lane for vehicles. Residents on north side are impacted by losing on street parking. 2 way cycleway on north side is not needed if the bishopdale roundabout is removed and we keep with the traditional cycle lane on both sides of the road.</p> <p>Section 5 - Greers to Matsons. Disagree with most of this. See above, 2 way cycleway on north side not needed, residents impacted by loss of on street parking.</p> <p>Section 6 - Matsons to railway line. Agree with cycleway on each side but no need to remove on street parking.</p>	John	Pimm	

	<p>I assume (hope) that all of the grass berms are being removed to assist with the implementation of this? - no one needs or wants a grass berm outside their house. I also assume motorists are being treated with same level of importance as cyclists in this plan? Having cycled on Harewood road I agree with the reduction from 2 lanes to 1. The Bishopdale roundabout, and the trees on it, serve no purpose and to me appear to be a hindrance - get rid of it (plenty of trees in Bishopdale park). It appears some parts of this plan have no regard for residents (and one or two small businesses) and instead is putting cyclists (of which I am one) ahead of everyone else.</p> <p>Thank you for the opportunity to make this submission. I would like to be involved in discussions, if any are to take place.</p>			
37961	Same mistakes different street.	Jehuda	Nitke	
37541	<p>The new proposed cycleway within this design is my main concern. I would like to make it perfectly clear that I oppose this type of cycle way that is proposed in this design. The cycleways with the concrete kerb unfortunately eliminates normal car parking from peoples residences would be a breach of their rights I would imagine and a real blow to them. My concern is also for Copenhagen Bakery a favourite café in our area, removing their on street parking may ruin their business, very bad news for them. Also you have stated removing some car parks close to Bishopdale Park and Nunweek Park that does not help the sports people using these facilities.</p> <p>I believe that the cycleway should be designed as existing in many streets in Christchurch for example Papanui Road, Idris Road etc. that is with painted lines with the green patched areas clearly marked. I am an occasional cyclist myself at times and use Harewood Road. I have noted that there are few cyclists on the road. A lot of cycling is carried out in warm weather, so in Christchurch with cold weather for a good part of the year I would imagine that the cycle lanes would hardly get used. Cycleways with the proposed concrete kerbs or plinths should not go ahead, it is too much of a price to pay losing car parks.</p>	David	Millar	
38778/42807 (Att)	<p>Spokes Canterbury is a local cycling advocacy group with approximately 1,200 members and is affiliated with the national Cycling Action Network (CAN). Spokes is dedicated to including cycling as an everyday form of transport in the greater Christchurch area.</p> <p>We would like the opportunity to appear at any public hearing that is held to consider submissions on these projects. Should there be an officer's report or similar document(s) we would appreciate a copy(s).</p> <p>Our submission is attached.</p> <p>42807 – Second Engagement Feedback</p> <p>Pls see detailed submission - overall this is a significant improvement, but we suggest many refinements, both big and small.</p>	Chris	Abbott	Spokes Canterbury

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Spokes Canterbury Submission Wheels to Wings – Papanui ki Waiwhetū Major Cycleway. February-2020

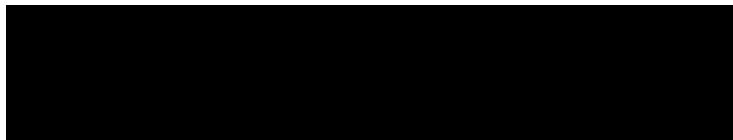


Ref: Wheels to Wings – Papanui ki Waiwhetū Major Cycleway
<https://www.ccc.govt.nz/the-council/consultations-and-submissions/haveyoursay/show/375>
Open for feedback: 25th January 2021 - 8th March 2021 (end date amended to 15th March 2021 during the consultation period)

Spokes Canterbury is a local cycling advocacy group with approximately 1,200 members and is affiliated with the national Cycling Action Network (CAN). Spokes is dedicated to including cycling as an everyday form of transport in the greater Christchurch area.

We would like the opportunity to appear at any public hearing that is held to consider submissions on these projects. Should there be an officer's report or similar document(s) we would appreciate a copy(s).

If you require further information or there are matters requiring clarification, please contact our Submissions Convenor (and Secretary), Chris Abbott in the first instance. His contact details are:



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Spokes Canterbury Submission Wheels to Wings – Papanui ki Waiwhetū Major Cycleway. February-2020

SUBMISSION

Spokes strongly supports the route of The Wheels to Wings Major Cycleway. Its support is based on the following principles and observations:

- 1) After the 2010-2011 Canterbury Earthquakes CCC ran several consultations under the “Share an Idea” moniker whereby Christchurch citizens expressed strong support for more active transport options throughout Christchurch. Spokes is delighted to see the CCC continue support for active transport by implementing a network of 13¹ major cycle routes as outlined on <https://ccc.govt.nz/transport/cycling/cycle-routes>.
- 2) Initiatives that lead to more active transport help address the obesity epidemic, New Zealand’s silent (and very expensive) killer. On 16 November 2019, Stuff reported “Health minister David Clark said on Saturday obesity costs the taxpayer at least \$624 million a year (“probably much more”), which would equate to a little under \$500 per obese adult²”.
- 3) On 23 May 2019, Christchurch City Council declared a climate emergency. Provision of MCRs and encouragement of active transport is required to comply with this declaration.
- 4) On 31 Jan 2021, He Pou a Rangi / Climate Change Commission released its Draft Advice for Consultation, available at <https://haveyoursay.climatecommission.govt.nz/comms-and-engagement/future-climate-action-for-aotearoa/>. On page 14, there is a summary relating to transport. It includes:
“... In Aotearoa we need to change the way we build and plan our towns and cities and the way people and products move around. This includes making walking and cycling easier with good cycleways and footpaths ...”.

The provision of the Wheels to Wings MCR is consistent with the Climate Change Commission’s recommendations.

¹ To this must be added the Christchurch Coastal Pathway, which is not counted as a MCR but is a safe, separate, significant and already well-used pathway of some 6.5km in length that links Ferrymead to Sumner without any road crossings.

² This is consistent with https://en.wikipedia.org/wiki/Obesity_in_New_Zealand which states that in 2016/17 some 1.2m New Zealanders are obese.

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- 5) Christchurch Airport already encourages cycling with free cycle parking (also available for motorcycles) and cycle assembly areas with tools. There are also two ebike charging points³.
- 6) Spokes' motto, "More people cycling everyday" is inspired by a mix of:
- a. The direct health benefits of cycling to cyclists;
 - b. The direct economic benefits to society as cycling is non-polluting and requires much less infrastructure than the twentieth century norm (and twenty-first century norm to date) of individuals relying on the Internal Combustion Engine usually for single-occupancy polluting vehicles; and
 - c. The observation that in many cases the presence of a cyclist means the absence of a motorist (most adult bike riders are also car drivers).

The provision of the Wheels to Wings MCR is consistent with Spokes' motto and beliefs.

- 7) CCC's 2020 General Service Satisfaction Survey⁴ asked survey participants how often they have cycled on a public road in Christchurch in the last 12 months. 24% cycle on public roads at least once a week. 55.6% of survey participants had cycled on a public road in the last 12 months. **People on bicycles are not a minority group! They are the majority!**
- 8) Christchurch now has a wonderful opportunity to feature as one of the **Best Airports for Cyclists** (just Google it⁵!! and to improve the quality and reach of safe cycleways within our city.

The Wheels to Wings cycleway provides a necessary link in the Christchurch network of safe cycling infrastructure. It will enable safe access by cyclists to (amongst many other destinations):

- Shopping centres, including Northlands Mall in Papanui, Northlink in Papanui, Bishopdale Village Mall, and Spitfire Square at the Airport;

³ See <https://www.christchurchairport.co.nz/travellers/parking-and-transport/motorbikes-and-bicycles/>

⁴ <https://ccc.govt.nz/assets/Documents/The-Council/How-the-Council-works/Residents-Survey/2020-CCC-GSSS-Full-Report-FINAL.pdf>

⁵ See e.g. <https://www.outsideonline.com/2420935/new-rules-adventure-mid-atlantic> and <https://edition.cnn.com/travel/article/worlds-best-airport-bike-paths/index.html>)

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- Businesses in Papanui, Bishopdale, and Harewood, including Mitre 10 MEGA, Bunnings, Raeward Fresh, Copenhagen Bakery, Trafford Street shops, and many more;
- At least fourteen (!!) schools, including Harewood, Roydvale, Cotswold, Bishopdale, Wairakei, Isleworth, Emmanuel Christian, St Joseph's, Allenvale, Waimairi, Casebrook Intermediate, Breens Intermediate, Papanui High, Burnside High, and preschools/playcentres; and
- Parks and recreational areas, including Graham Condon Recreation and Sport Centre, Papanui Library, Papanui Domain, St James Park, Bishopdale Park, Bishopdale Library, Nunweek Park, and more.

In summary, Spokes supports the overall intention of this new MCR. It offers the following improvements to make the Wheels to Wings – Papanui ki Waiwhetū Major Cycleway a success.

The following numbers refer to the detailed plans, numbered 1-17, as shown on <https://www.ccc.govt.nz/the-council/consultations-and-submissions/haveyoursay/show/375> :

1. Whitchurch Place and Waimakariri Road

Spokes supports the improved access to the Johns Road underpass, the additional shared path along Waimakariri Rd, and the extension of the school speed zone and 50 km/h zone.

- Would it be more consistent to have the speed limit on all of Waimakariri Road made 50 km/h?
- What is the purpose of the proposed post and cable fence along Whitchurch Place? It is a danger to cyclists.
- Please include handrails at each stopping point for the Waimakariri Road crossing.
- The 2m-wide shared path on Whitchurch Place specifically is too narrow for bi-directional use. Please consider widening this bi-directional path to 3m, and/or install a barrier that is less likely to cause injury, e.g. white boulders

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that cyclists can navigate around. CCC's 2013 Cycle Design Guidelines⁶ (CDG) 4.2, page 68, recommends 1.5m each way so 3m total width.

- Please include an access ramp onto the cycleway on the east side of Waimakariri Road for southbound cyclists (i.e. approaching Harewood Road from Sawyers Arms Road), so they don't have to turn onto the cycleway where the road narrows. Perhaps an angled sealed access opposite Whitchurch Place?
- Please include adequate lighting around and through the underpass, and good signage for destinations and distances.

2. Harewood Road - 750 to 714

Spokes supports the installation of a raised safety platform and signalised crossing outside Harewood School.

- The approach to this crossing needs to inform motorists of the signalised crossing and raised platform, with appropriate signage and other traffic calming measures, without cluttering the space and obscuring the sightlines between pedestrians, bicycle riders, and drivers.
- Please include handrails on both sides of the signalised crossing.

Spokes supports the widened footpaths to make them shared paths.

- Please include signage and paint marks to inform users it is a shared bi-directional path, requiring courtesy by all users.

⁶ <https://www.ccc.govt.nz/assets/Documents/The-Council/Plans-Strategies-Policies-Bylaws/Strategies/ChristchurchCycleDesignGuidelinesWEB.pdf>

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3. Harewood Road - 690 to Watsons Road

Spokes supports the existing path being widened to 3 metres.

- Please include signage and paint marks to inform users that it is a shared bi-directional path, and that courtesy is required by all users. Please include handrails on both sides of the Stanleys Road crossing and clear signage that pedestrians and cyclists are to give way to on-road traffic.

4. Harewood Road - 658 to 586

Spokes supports the existing path being widened to 3 metres.

- Please include signage and paint marks to inform users that it is a shared bi-directional path, and that courtesy is required by all users.
- Please ensure the parking restrictions are enforced.

Spokes supports installing lights at the Wooldridge Rd intersection.

- Please include handrails at all stopping points at this crossing-

Spokes supports the increased width of the path along Nunweek Park.

- Please include adequate surface signage, such as those used in Hagley Park.

5. Harewood Road - Nunweek Park to 547

- Where the shared path splits into a separated footpath and cycle path, the cycle path needs to be as wide as possible as it is bi-directional.
- Please include adequate signage so that users know which path to use.
- Please consider including some cycle stands near the Nunweek Park Playground.

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6. *547 to 519 Harewood Road*

- The crossing just west of Nunweek Boulevard could be confusing to drivers, who assume the entry/exit from Nunweek Blvd is part of the signals (e.g. Straven Road/Matai Street West versus Grassmere Rd/Main North Road).
- Could the entire intersection be controlled with traffic signals, with induction loops to trigger the cycle crossing phase?
- What is the cost/benefit analysis? This could prevent some of the rat-running along Le Roi Way and Trafford Street.
- Please include handrails at both the Harewood Road and Nunweek Boulevard crossings.
- Please consider including a raised safety platform at the juncture of Nunweek Boulevard and Harewood Road to make this safer for pedestrians and cyclists alike.

Spokes supports the one-way separated cycleways on both sides of the road.

- Would it be possible for these to be made any wider to allow safe overtaking of slower riders, mobility scooters, and trikes? Spokes would like to see 2.4m-wide lanes as per Cycle Design Guidelines 2.4.1. We note that if the path is too narrow, faster cyclists will cycle on the road or will choose to leave and rejoin the path to overtake slower cyclists.

7. *Crofton Road to Copenhagen Bakery*

- Please consider building a refuge island for pedestrians and to prevent drivers from cutting corners at both Crofton/Harewood and Trafford/Harewood intersections. Alternatively, perhaps instead of the road humps, a raised safety platform for pedestrians crossing the street would be more helpful.

Spokes supports the one-way separated cycleways on both sides of the road.

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- Would it be possible for these to be made any wider to allow safe overtaking of slower riders, mobility scooters, and trikes?
- Please ensure there is adequate signage to warn drivers to give way to cyclists.

Spokes supports the markings to allow more space for U-turns.

Spokes supports the removal of one traffic lane in each direction to allow for the cycleways and some on-street parking. We support the installation of cycle parking outside Copenhagen Bakery.

- Removing some further car parking outside Copenhagen Bakery would improve safety and reduce sight-line issues entering and exiting the premises.
- Yellow and black speed humps at entry and exit crossings would improve safety by slowing vehicle speeds.
- Signals to warn vehicles turning into Copenhagen Bakery of approaching cyclists would be desirable, as visibility of cyclists seems poor especially for right turning traffic (entering carpark from north side of Harewood Road).

8. Harewood Road - Gardiners Road, Breens Road intersection

Spokes supports the installation of traffic signals and separated cycleways on both sides of Harewood Road.

- Please ensure the phasing is safe for cyclists and pedestrians, i.e. ensure left- and right-turning arrows and ensure that the length of phase allows for multiple riders of varying speeds.
- Please keep the cycleways as wide as possible and as consistent as possible. The reduction to 1.8 metres is noted as being 0.6m less than CDG standard. There is no mention of what the light phasing at Breens/Gardiners Road

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intersection will be. If it is normal phasing, there may be issues for the youngest and oldest cyclists in the desired age range of 8 to 80 years old.

9. Harewood Road - 404 to 364

Spokes supports the one-way cycleways on both sides of Harewood Road, which necessitate the removal of one traffic lane in each direction.

Spokes supports the markings to allow more space for U-turns.

- Please consider including a raised safety platform crossing for Leacroft Street, in place of the road hump, to make it safer for pedestrians.
- Please install black and yellow speed humps at the entry/exit to the Charity Hospital on the roadside (already installed on the property side).
- Please install cycle stands/parking at the “Elephant playground” in Bishopdale Park.

10. Harewood Road - 364 to 322

- Please consider including a raised safety platform crossing for Cotswold Ave and Bishopdale Court, in place of the road hump, to make it safer for pedestrians.
- Spokes asks whether the installation of traffic signals at Bishopdale Court and merging the cycleways on both sides of Harewood Road at that point (on the east side of the intersection) is feasible. Rather than closer to the roundabout, it would be safer and avoid more conflict if the bus stop were located on the south side of Harewood Road (opposite Caltex). The bus stop outside Caltex could then remain in that location, as the cycleway would move to the central island west of both bus stops, meaning that the number of general traffic lanes can be maintained.

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- Installing traffic signals with turning arrows at Bishopdale Court would make entry and exit from Bishopdale Village Mall safer for all users – pedestrians, bicycle riders, and motorists. Putting space between the other proposed traffic signals at the roundabout would aid in minimising confusion.
- What would be the cost/benefit analysis of doing this, and have other options been considered?

11. Bishopdale Roundabout

Spokes supports the additional right turn lanes around the roundabout, which will hopefully make it clearer where people are going. Spokes supports introducing a 4-metre-wide shared path through the roundabout, but would prefer the path is clearly delineated between pedestrians and bicycle riders. If not, clear signage and paint markings need to make it clear that it is a shared path and that all users need to be courteous to each other.

Spokes supports Highsted Rd and Farrington Ave remaining controlled by Give Way signs rather than introducing traffic signals. We also support the additional crossing points and shared paths to make transitioning on/off the cycleway at Farrington Ave and Highsted Road safer.

- Will the shared paths be wide enough and well sign-posted/painted?
- Can all of the abutting footpaths become shared paths, i.e. the south-eastern corner too?

Spokes accepts that this is the best solution given the current physical environment, and notes that the less-than-optimal solution in terms of safety highlights the problem of retrofitting cycle paths to existing road layouts.

12. 250A to 214 Harewood Road

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Spokes supports the installation of a bi-directional cycleway only on the north side of Harewood Road.

13. Harewood Road and Greers Road intersection

Please ensure that the turning arrows are always operational, as this intersection can be frustrating - and dangerous with red-light runners.

Spokes supports the installation of hook turn boxes (clearly marked).

- Please confirm that there will be an in-ground trigger for the cycle crossing light?

14. 188A to 154 Harewood Road

Spokes supports the installation of a bi-directional cycleway on the north side of Harewood Road.

15. 152 to 108 Harewood Road

Spokes supports the installation of a refuge island at Harris Crescent to assist pedestrians to cross this intersection.

Spokes supports the cul-de-sac treatment at Wilmot Street.

16. Harewood Road (Sails Street to Mitre 10 MEGA)

- Please consider including the intersection with Matsons Ave in the signalised crossing. Spokes is aware of some drivers not being aware of the signals at Matai Street West/Straven Road intersection then turning right into Straven Road, alongside the Uni-cycle MCR. Turning right onto Harewood Road from Matsons Ave is difficult, so introducing traffic signals will assist in all road users' safety here.
- Spokes supports the raised patterned surface at Matsons/Harewood to assist pedestrian safety.
- Spokes supports restricting access to Sails Street to south-bound traffic only.

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- Spokes supports restricting access to Chapel Street to north-bound traffic only.
- For the intersections of Sails and Chapel Streets (and at other intersections along the Wheels to Wings MCR) with Harewood Road, a MAJOR cycle route is meeting a minor road. We ask that the intersections be designed so that it is absolutely clear to all users that the cyclists on the MCR have right of way.
- Spokes notes the different treatment for the intersections of Sails and Chapel Streets with Harewood Road in respect of direction of the cycle path. The cycle path past Sails Street is indented, whereas the cycle path at Chapel St is not indented at all. Spokes prefers indentation. Spokes prefers indentation on the grounds of safety but understands that there is insufficient room to allow this at Chapel St. If there is room Spokes asks that indentation be designed and implemented.

17. Mitre 10 MEGA to Papanui Road

Crossing the Mitre 10 MEGA entrance could be perceived as unsafe by some pedestrians and cyclists, although this does conform to CDG (apart from path width) and there is good visibility.

- Could there be in-ground triggers for give-way signs for cars leaving/entering Mitre 10 MEGA, or the installation of yellow and black speed humps? Alternatively, Spokes requests consideration for a bi-directional cycle-path on the south side of Harewood Road from Matsons Avenue to the Railway Line.
- What is the cost-benefit analysis please?

Spokes supports the installation of a signalised crossing at the junction with the Northern Line MCR.

- Please include handrails at stopping points.

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Spokes also supports the raised patterned pedestrian crossing at the intersection with St James Ave.

- Please consider extending the on-road cycle lanes east of the railway line all the way to Papanui Road.
- Spokes requests that if on-road cycle lanes are needed, could they be protected with flexible marker posts?

Finally, Spokes requests that:

- All cycle path surfaces to be machine laid (not rolled by hand) for a smooth finish.
- There be adequate crossfall and drainage to prevent puddling during rain.
- The cycle paths be easily cleanable and kept clean.
- Transitions to be smooth, with no raised steps to ride over.
- Good signage is installed.
- A Wheels to Wings artwork with a seat/bikestand nearby be considered.
- Any drainage cut-throughs in the curbing separating the cycleway from general traffic should be covered with a removable plate, to minimize the risk of trips and falls from an inconsistent surface for pedestrians (including those of less-than-perfect sight).

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<https://ccc.govt.nz/the-council/haveyoursay/show/465>
<https://ccc.govt.nz/wheelstowings>

Introduction

Spokes Canterbury (<http://www.spokes.org.nz/>) is a local cycling advocacy group with approximately 1,200 members and is affiliated with the national Cycling Action Network (CAN - <https://can.org.nz/>). Spokes is dedicated to including cycling as an everyday form of transport in the greater Christchurch area.

We would like the opportunity to appear at any public hearing held to consider submissions on these projects. Should there be an officer's report or similar document(s) we would appreciate a copy(s).

If you require further information or there are matters requiring clarification, please contact our Submissions Convenor (and Secretary), Chris Abbott in the first instance. His contact details are:

Address: 
Phone: 
Email: secretary@spokes.org.nz

Spokes is delighted to see continued progress with Christchurch's network of Major Cycle Routes.

As the following articles from CCC's own Newsline demonstrate:

- The amount of cycling and number of cyclists in Christchurch is on the increase and has been so since the adoption of the new MCR (Major Cycleway Route of 13 major routes) network way back in December 2014 – see <http://resources.ccc.govt.nz/files/TheCouncil/policiesreportsstrategies/ltccp/LTP2015/activitymanagementplans/ActivityManagementPlanMajorCycleways.pdf>
- The number of elderly who cycle is also on the increase, helped by the introduction of the MCRs (including one of my personal favourites, the safe path from the CBD to Kaiapoi over the Waimakariri River – this includes the CCC Papanui Parallel MCR and the NZTA-funded motorway-side bike path
- Those who cycle are not a small minority

On 9 Jun 2020 CCC's weekly Newsline email reported:

"Biking is booming in Christchurch with the number of people pedalling around the city this year racing well ahead of last year's total.

"Christchurch City Council figures show when a morning peak count was carried out in March at seven locations this year there were 2234 cycle trips recorded, compared to 1869 in 2019.

"This is an increase of nearly 20 per cent, and follows a pattern of yearly increases since the Council began building a network of major cycle routes around the city".

See <https://newsline.ccc.govt.nz/news/story/christchurch-cyclists-change-up-a-gear>

Another CCC Newline story features "Ronnie gets back on the bike at age 72". Other relevant quotes from the article include:

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- “Results from the Council’s Life in Christchurch 2020 survey show that 27 per cent of respondents aged between 65 and 79 are now travelling by bike at least once a month – up from 5 per cent in 2019.
- “Fifty-one per cent of the survey respondents aged over 65 say they find it easy or very easy to travel by bike in Christchurch.
- “The network of major cycleways that we are building is changing how people move around the city. I particularly love it when I see young kids, or people who haven’t been on a bike for years, riding on the cycleways because it shows the investment is making a difference,” Ms Ellis says.

See <https://newsline.ccc.govt.nz/news/story/ronnie-gets-back-on-the-bike-at-age-72>

This is particularly apposite given the projections for an aging population in New Zealand. Stats NZ reports on <https://www.stats.govt.nz/information-releases/national-population-projections-2020base2073> that:

- the population aged 65+ (0.79 million in 2020) has a 90 percent probability of increasing to 1.36–1.51 million in 2048 and to 1.61–2.22 million in 2073
- the proportion of the population aged 65+ (16 percent in 2020) has a 90 percent probability of increasing to 21–26 percent in 2048 and 24–34 percent in 2073
- the population aged 85+ (88,000 in 2020) has a 90 percent probability of increasing to 266,000–318,000 in 2048 and to 348,000–513,000 in 2073
- population growth will slow as New Zealand’s population ages and the gap between the number of births and deaths narrows
- New Zealand’s population (5.09 million in 2020) has a 90 percent probability of being between 5.34–7.13 million in 2048 and 5.27–8.48 million in 2073.

The ongoing provision of MCRs is beneficial to both:

- Those who cycle recreationally. Cycling on a MCR should be relaxing for this group.
- Time-pressed commuters and lycra-clad sporting cyclists. The MCRs, especially the longer more open MCRs, often seem much safer due to the absence of cars, especially during less busy times. Anecdotally many cyclists who have more recently taken up commuting have done so because of the extra amenity and safety offered by the MCRs. (Personally, I prefer the Christchurch Coastal Pathway across the Estuary to the on-road cycle lanes).

Those who use current MCRs and will use future MCRs include children, mothers, fathers, grandparents, people of all ages including the elderly, shoppers, those who study, ... ie everyone

Googling “percentage of New Zealanders who have cycled in last year” the first result (unreferenced) is:

“The Ministry of Transport Household Travel Survey shows 31% of New Zealanders aged over 15 have biked in the last year. Female 26%, male 36%. Around half of NZ households have a bike in working order. 73 million cycling trips are made per year”.

Spokes realises that this MCR has not been unanimously accepted by all of Christchurch’s citizens, nor would we expect it to, as there is never consensus about whether any specific expenditure is top of the list, and in a democratic system we expect that those opposed will be more vocal than the group often described as the “silent majority”.

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As a specific example of concerns, see <https://www.stuff.co.nz/the-press/news/124054616/new-19m-cycleway-plan-will-annihilate-bakery-business-owner-says> for reporting of concerns by Copenhagen Bakery owner, Donna Thomsen, reported on Jan 26 2021.

For a more current list of reasons for and against this MCR, see <https://ccc.govt.nz/assets/Documents/Transport/Projects/Wheels-to-wings/What-we-heard-from-you.pdf>. The summary states:

QUOTE

Key topics

Key benefits noted by submitters:

- New traffic signals at Harewood/Gardiners/Breens intersection
- Improved safety for people biking
- A safe route for children to get to school
- Improved reduction in carbon emissions
- Physical and mental wellbeing
- Connection to other cycleways

Key concerns noted by submitters:

- Loss of parking – business and residential (visitors and deliveries)
- Increased traffic congestion and carbon emissions as a result of reducing four lanes to two and additional signals
- Cost of the project – other priorities, waste of money, will it get used?

Other concerns raised:

- Safety – property access, driver behaviour, cycleway design, vulnerable users (pedestrians, children, elderly)
- Safety concerns at Harewood/Greens intersection
- Bishopdale roundabout – new traffic signals and trees
- How the wider travel network will function (including Langdons Road)
- Alternative route suggestions and design options
- Impact on parking around Bishopdale Park and Nunweek Park
- Chapel and Sails streets access restrictions, and Wilmot Street cul-de-sac

UNQUOTE

These benefits and concerns must be assessed in the light of:

- The improved safety for adults and children is our standout. Making cycling – and walking - safer means less traffic congestion, healthier lifestyles (that in the case of children are likely to pay dividends for decades and generations)
- The current COVID-19 global pandemic. MCRs help with mental wellbeing and the money spent on building assists our local economy through CCC and Government expenditure.
- Climate emergency as acknowledge by both CCC and the government. MCRs mean that more people cycle and less fossil fuels are burnt, This is an enduring benefit.
- Significant government contribution to the costs of MCRs, mostly under the banner of “shovel-ready projects”. See <https://www.otakarold.co.nz/shovel-ready-projects/>. For each dollar spent by CCC, Christchurch citizens receive considerably more value
- The silent national health crisis. On <https://www.health.govt.nz/our-work/diseases-and-conditions/obesity> the Ministry of Health reports that “New Zealand has the third highest adult obesity rate in the OECD, and our rates continue to increase. One in three adult New Zealanders (over 15 years) is classified as obese, and one in ten children.” MCRs mean more people exercising sustainably and better health outcomes.

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Attachment D

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- Every cyclist means less car congestion and also an extra car park left for those still in vehicles! Generally an adult on a cycle replaces an adult in a car.
- Currently every Christchurch household averages 9.3 car trips per day¹. It is not the holiday travel that contributes most to greenhouse gas emissions but the thousands of short trips made by most of us!

General Principles

1. As cargo bikes can be up to 1.1m wide, Spokes ask that all 2-way paths be at least 2.4m wide (preferably 3m) and all 1-way paths be at least 1.5m wide (preferably 2m)
2. Please use machine-laid seal rather than hand-laid seal on all new cycle paths as it is smoother and a more pleasant cycling experience
3. Ensure that changes of level do not cause issues for minority groups on recumbents, children's bikes, cargo bikes, and bikes for special needs riders (including tricycles)
4. Ensure plenty of seats along all MCRs, preferably sited at least 1-2m from cycle path
5. Ensure adequate bike parking along all MCRs
6. Ensure that all cycle crossings are served by both automatic cycle sensors (ones that work for ALL bike types) and by manually operated buttons accessible to standing adults, adults on long cargo bikes with cargo hold forward of the rider, and to special needs riders on recumbent cycles
7. For all requests please note that we are saying "please"

Specific Feedback

Of course Spokes has concerns about some of the proposed designs. These are listed below in some depth. By raising them we seek to improve even further what is a vast improvement on the current situation, where a large part of the city is isolated from safe access to cycle routes. This includes many schools, the airport employment cluster, Bishopdale Mall, and our major domestic and international airport which is effectively "walled off" from all but very confident cyclists by Johns Rd, a major arterial route.

Spokes appreciates the directness of this new route. Direct routes ie those not requiring significant detours in terms of time and/or distance get more users as they follow the lines of desire.

Spokes' biggest concern relates to speed Limits – is there any plan to review the speed limit on side streets in Harewood, Bishopdale, and Papanui (noting the 40 km/h speed reduction on Matsons Ave proposed in the Nor'west Arc Cycleway)?

Our detailed comments are listed by the map sheet numbers (west to east, 1 18), all Issue 21 found on <https://ccc.govt.nz/transport/transport-projects/wheels-to-wings-papanui-ki-waiwhetu-major-cycleway/>. Note that the map sheet numbers are not in numeric order on the web page but in the order 6-13 of 18, 13-18 of 18 plus 1 of 1, and then 1-6.

¹ Need to find source.

Note this is a significant reduction on the 12.78 daily person trips per household reported on page 20 of <https://www.nzta.govt.nz/assets/resources/research/reports/183/183-Personal-travel-characteristics-of-New-Zealanders-analysis-of-home-interview-survey-data.pdf>

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Spokes Canterbury has performed a detailed analysis of the revised plans (Issue 2, 20.10.2021) and comments as below

Map 1. Waimakariri Rd, Whitchurch Place

- a. Like change from fence to posts that can be cycled through
- b. Like onramp to shared path on east side of Waimakariri Rd
- c. Ask for Waimakariri Rd speed limit to be reduced to 50kph max for the full length of the road
- d. Ask for the very short Whitchurch Place speed limit to be reduced to 50kph max, although 30kph seems more appropriate (I think this is implied by the proposed speed limit signs, having moved the change from 50 on Harewood to further down Waimakariri Road)

Map 2. Waimakariri Rd, Harewood Rd

- a. Like the raised platform and signals outside Harewood School
- b. Expect high use by school children
- c. Ask for Waimakariri Rd and this section of Harewood Rd speed limit to be reduced to 50kph max (Harewood is already limited to 50kph, and the proposal (as per the original) moves the change to 60 on Waimakariri to past Whitchurch Place)

Map 3. Harewood Rd around Stanleys Rd, Watsons Rd

- a. Concern re visibility between motorists on Stanleys Rd and cyclists to the east of the intersection on Harewood Rd, and between cyclists and other vehicles when there is a vehicle stopped at the Stanleys Rd intersection blocking line of sight
- b. Prefer that bike lane is straight and that motorists must stop south of cycle path.
- c. Issue when there is a long truck entering intersection from south on Stanleys Rd. Current design blocks cyclists on the Harewood Rd cycle path
- d. Why is car parking width on N side only 1.5m wide? This seems too narrow (and is much less than shown on many of the other maps)
- e. Thank you for including the option for cyclists to slip onto the road (west-bound) to avoid stopping at the Stanleys Road intersection

Map 4. Harewood Rd around Wooldridge Rd

- a. Ask that the shared path down the eastern side of Wooldridge Rd be widened

Map 5. Harewood Rd around Kilmuir Lane

- a. Like the better visibility
- b. Like the cycle stands

Map 6. Harewood Rd Around Nunweek Boulevard

- a. Ask that footpath be extended to the bus stop outside #524 Harewood Road
- b. Ask that speed humps be added to Nunweek Boulevard near intersection with Harewood Rd to slow drivers

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Map 7. Harewood Rd Around Crofton Rd (includes Copenhagen Bakery)

- a. Ask that cycleway be painted green outside Copenhagen Bakery to remind people it is a cycleway and not a footpath, despite being at footpath height
- b. Ask that cycleway NOT be narrowed outside Copenhagen Bakery as doing so will increase the odds of conflict and reduce space to manoeuvre
- c. Ask that roadside car parking spaces be moved closer to road to reduce risk of car dooring and passenger-cyclist conflict (b&c are complementary actions)
- d. Ask that given busy-ness of this area reduce speed limit to 30kph or 40kph
- e. Ask that CCC use “rumble” paint on cycle paths to give visual clues to cyclists to slow down
- f. Ask that entry and exit to Copenhagen Bakery be made one-way to simplify intersections for all users
- i. Currently some customers reverse out – this is dangerous!
- ii. Suggest entry at east end
- iii. Suggest exit at west end (importantly, no entry from east-bound lane of Harewood Road)
- iv. Less places to look for other vehicles should mean less and ideally no conflict
- g. Ask that flashing signage be installed to remind drivers exiting Copenhagen Bakery to look out for and give way to cyclists
- h. Agree with the levelling of cycle lane and footpath as safer for pedestrians.

Map 8. Harewood Rd Around Gardiners Rd

- a. Like the widened cycleway approaches to the intersection
- b. Ask that U-turns be banned on Harewood Road
- c. Ask that all cycle lanes be painted green for at least 50m from the Harewood / Breens / Gardiners intersection along both Breens Road and Gardiners Road to ensure drivers do not drive in the cycle lanes which will also be used by young children getting to and from school
- d. Ask that flexi-posts be added on Breens Rd approach to Harewood Rd for a distance of at least 50m
- e. Ask that flexi-posts be added on Gardiners Rd approach to Harewood Rd for a distance of at least 50m
- f. Ask that an advanced stop box be added for cyclists southbound on Gardiners turning right into Harewood Road, so the hook turn isn't the only option
- g. Ask that an advanced stop box be added for cyclists northbound on Breens turning right into Harewood Road, so the hook turn isn't the only option
- h. Agree with the levelling of cycle lane and footpath as safer for pedestrians.

Map 9. Harewood Rd Around Leacroft Street (includes Canterbury Charity Hospital)

- a. Ask for more green paint rather than indicated very short patches. There are many multi-occupancy dwellings in this area. Better marking of the cycle lanes will make it safer for all
- b. Ask that CCC do not narrow the cycle paths as doing so will increase the odds of conflict and reduce space to manoeuvre
- c. Ask that CCC move roadside car parking spaces closer to road to reduce risk of car dooring and passenger-cyclist conflict (b&c are complementary actions)

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- d. Ask that given busy-ness of this area reduce speed limit to 30kph or 40kph around the Charity Hospital
- e. Ask that CCC use “rumble” paint on cycle paths to give visual clues to cyclists to slow down
- f. Ask that entry and exit to Canterbury Charity Hospital remain one-way to simplify intersections for all users
- h. Suggest entry at east end (and mark on map)
 - i. Suggest exit at west end (and mark on map)
 - ii. Less places to look for other vehicles should mean less ideally no conflict
 - iii. Please install signage to remind drivers exiting the hospital to give way to cyclists

Map 10. Harewood Rd Around Cotswold Ave, Bishopdale Mall and Bishopdale Court

- a. Ask for reduction – or removal – of oversize shrubbery between the carpark entry and exit near Liquorland Bishopdale as this prevents line of sight between drivers and footpath as well as cycleway users
- b. Ask for dedicated right and left turn exits from Bishopdale Court
- c. Ask for sharpened entry angle to Bishopdale Court
- d. Ask for pedestrian refuge in middle of Bishopdale Court at intersection with Harewood Rd
- e. Ask for signage to remind drivers exiting Bishopdale Court to give way to cyclists

Map 11. Harewood Rd Around Bishopdale Roundabout

- a. We love the simulation model on <https://ccc.govt.nz/transport/transport-projects/wheels-to-wings-papanui-ki-waiwhetu-major-cycleway/> in the section headed Bishopdale roundabout. It would be even better if the public could play with input parameters such as no. of vehicle types by source and destination so as to see how the roundabout design copes with changes in traffic volumes (and accidents).
- b. Ask for the existing complete cycle lane around roundabout to be painted in green to remind drivers that cyclists are allowed to use the road. This is a potential conflict area and appropriate “signalling” needs to be given to all users of the roundabout
- c. Ask that Caltex/Subway have designated entry and exit from/to Harewood Road to reduce conflict between motorists and cyclists

Map 12. Harewood Rd East of Bishopdale Roundabout, West of Greers Rd

- a. Appreciate the two new pedestrian crossings marked 1 and 2 (white text on blue circle) for improved access to the parking on the south side of the median as well as the southern side of Harewood Road. Please ensure these can be travelled over safely by people on mobility scooters, cargo bikes and children’s bikes, not just people on foot.

Map 13. Harewood Rd Around Greers Rd

- a. Ask that access to Z Petrol Station be changed so that there are separate entry-only and exit-only access routes from Harewood Rd to reduce conflict, especially between cars and bikes
- b. Ask that the footpaths on Greers Rd north of Harewood Rd be designated shared pathways up to Hoani/Bainton – they will certainly be used as such by school children!

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c. Ask that the traffic signals be optimised for the many cars turning right from Greers Rd into Harewood Rd and vice versa. This is a known bottleneck which induces “rat running”

Map 14. Harewood Rd Around Harris Crescent

a. What is being done to ensure that Harris Crescent does not continue to be a rat run?

Map 15. Harewood Rd Around Wilmot St

a. The proposed recession of the bike lane implies car priority. Please consider removing the recession so as to imply bike priority

b. Why are the turns into Harris Cres to/from Harewood Rd rounded off so as to encourage greater speed, and by being wider make it more dangerous for pedestrians to cross. Spokes asks that the intersection be kept “normal” ie with a tight radius. (While these are existing kerbs, Spokes asks that they be narrowed to make it slower for cars and safer for pedestrians)

c. Ask that CCC consider re(re)locating the bus stop from outside 101 Harewood Rd to outside 109 Harewood Rd where it will not interfere with the sight lines of vehicles exiting right from Harris Crescent (east). Spokes notes that this is a significant move from the current location outside Wesley Care. Spokes suggests that maybe #97 Harewood (preschool) would be better, or #99.

Map 16. Harewood Rd Sails & Chapel Streets

a. The Wheels to Wings and Nor’west Arc MCRs intersect at the end of Matsons Ave

b. Ask for the addition of no-stopping hatching on Harewood Rd in front of Matsons Ave

c. Note the need for flashing signage (and possibly more) outside Mitre 10 to try to ensure that there are no driver-cyclist incidents²

d. Ask that flashing signage be installed at Golden Age Retirement Village to remind motorists to give way to cyclists

e. Would still prefer a fully-signalised intersection at Matsons/Harewood

² This occasioned a strong discussion among Spokes members. Even though signage and warnings are incredibly obvious to many, they are not sufficient warning to some drivers!!
Quote from one of our members: “Agree re Mitre10 - needs to be a flashing sign, not just a reflective sign. Have people seen the sign in the solid median opposite BP at the top of Harewood Road? I bike past here (after using the tunnel) to get to work but can't trust drivers entering/exiting BP to give way to me, even though it is marked that they should. I'll take a photo one day when I'm not in a rush.”

And from another member: “Note the need for great signage outside Mitre 10 to ensure that there are no driver-cyclist incidents. I'd like to see this signage not just great, but greatly illuminated please. It's been done before, around schools to slow traffic.”

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Map 17. Harewood Rd Around St. James Ave / Railway Crossing / Papanui Rd

- a. There is a “pressure point” (ie heavy anticipated movement in a confined space) just east of the railway line which will be eased in the future with the installation of a gated crossing
- b. This is where the Wheels to Wings and Northern Line MCRs intersect
- c. Ask that CCC look again and try to widen Northern Line MCR by 27 Harewood Rd – it looks very narrow and as an intersection there is likely to be complex traffic interaction
- d. Ask that CCC install a cut-down kerb on the west-bound approach to the railway for cyclists to mount the kerb and head south on the Northern Line Cycleway

Map 18. Hoani St & Langdons Rd

- a. From a cyclist’s viewpoint Langdons Rd has no provision for cyclists
- b. Ask that all of Langdons Rd has a speed limit of 30kph (i.e. extend current 30km/h speed limit at the Northlands Mall end all the way to Greers Road)
- c. There appears to be no provision for cyclists on Hoani St
- d. This means that cyclists on the shared path along Wilmot St must fend for themselves when they exit onto Hoani St
- e. Ask that Hoani, Langdons and the surrounding non-major-arterial roads have a speed limit of 30kph
- f. Ask that cyclists can use the ramps at the end of Wilmot St where it intersects Hoani St, preferably removing access to shared paths

Map 1 of 1 Papanui Area Parking time restrictions

- a. No comment, other than it seems a reasonable apportionment of time-restricted parking

Spokes General Recommendations

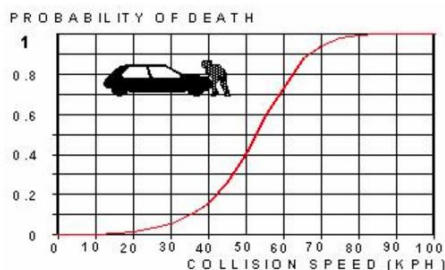
Spokes also asks that CCC implement the following:

- 1) Smooth transitions across changes in direction and surfaces. Bikes often have small-diameter and/or narrow tyres (which are not always pumped to optimal pressures). Bike paths must also cater for
 - a. Cargo bikes (with children aboard)
 - b. Low-slung bikes **and trikes** as used by special-needs riders – see Aphasia Biking Group at <https://www.facebook.com/groups/837980902989731>
 - c. Children on bikes, often with small wheels
 - d. Scooters – electric and manual. Whether such vehicles should be on bike paths is moot – they do and will continue to use the bike paths
- 2) CCC address the safety of all driveways along the route. In many cases properties have high (ie over 1m high and often the old 6-foot / 1.83m paling) side fences which makes it impossible for drivers exiting driveways to see footpath users.
- 3) Set a 30kph speed limit along the whole MCR.
https://ec.europa.eu/transport/road_safety/specialist/knowledge/speed/speed_is_a_central_issue_in_road_safety/speed_and_the_injury_risk_for_different_speed_levels_en summarises the risk between pedestrian and vehicle as a function of speed as:

Spokes-Submission-to-CCC-on-Wheels-to-Wings-Papanui-ki-Waiwhetu-Cycleway-17Nov21-final.docx
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Submission #42807

Spokes Submission to CCC on Wheels to Wings - Papanui ki Waiwhetū Cycleway
<https://ccc.govt.nz/the-council/haveyoursay/show/465>
<https://ccc.govt.nz/wheelstowings>



Note that in the event of a collision between vehicle and cyclist the probability of death at

- 30kph is c.5%
- 40kph is c.15% - or **THREE** times greater than the risk at 30kph
- 50kph is c.40% - or **EIGHT** times greater than the risk at 30kph

I assume the same order-of-magnitude risks for car vs. cycle.

NB The streets in Lower Cashmere at the other end of the Nor'west Arc have had speeds set at 30kph – see <https://ccc.govt.nz/the-council/haveyoursay/show/421>

Spokes asks: is a few seconds a trip worth the risk?

A similar shaped graph of risk vs impact speed for pedestrians can be seen in the Crash severity section at <https://www.nzta.govt.nz/walking-cycling-and-public-transport/cycling/cycling-standards-and-guidance/cycling-network-guidance/cycle-network-and-route-planning-guide/principles/safety-issues-for-people-who-cycle/>

- Machine-rolled seal is used throughout – as it is much smoother than hand-laid seal (and presumably less likely to break up and require further maintenance)
- Cycle sensors at controlled intersections **THAT WORK** ie they detect an approaching cyclist and feed that knowledge into the signal algorithm (that gives cyclists a fair go). Not being sensed and waiting minutes – or arguably worse running a red light - does not seem fair!
- Placement of buttons for cyclists to press to gain passage at controlled intersections are set back from the road crossing. This is specifically relevant to those who have special needs and may be sitting low on their bikes/trikes or behind a long cargo hold on cargo bikes. Spokes can provide further details on request
- Minimise the vehicle parking immediately adjacent to bike paths
 - “Dooring” has historically been an issue and the risk is worse if passenger doors open into the cycle lane as anecdotally passengers are even less aware of cyclists than drivers!
 - “I didn’t see the cyclist” is the traditional defence of a vehicle driver after being involved in a collision with a cyclist.
 - There have been several incidents of bike vs car incidents along St. Asaph Street within the CBD and where there is a MCR on the left-hand side as you travel west. Working from the centre of the road there are two (sometimes four) traffic lanes, parking interspersed with entrances to premises, footpath and business premises
- To increase the sense of community please install bike stands and seating along this MCR

Submission #42807

Spokes Submission to CCC on Wheels to Wings - Papanui ki Waiwhetū Cycleway
<https://ccc.govt.nz/the-council/haveyoursay/show/465>
<https://ccc.govt.nz/wheelstowings>

- 9) Way marking that is clear and visible both day and night. (I recently rode the Rapanui Shag Rock Cycleway at night and the signage around Worcester St through England St, Wellington St, Clive St, and Marlborough St was near impossible to pick out as a first-time night user, despite having used it many times during daylight)
- 10) Consider the use of a unifying logo / artwork / signage for each of the individual MCR

Notes

1. Spokes generally prefers that cycle paths immediately adjacent to roads be one-way as there appears to be greater safety in that by far most cycle traffic will come from the one direction, and while car drivers SHOULD look both ways when crossing cycle lanes anecdote and commonsense suggest that when crossing cycle lanes drivers concentrate much more on the expected direction of travel. This is of real import as many such crossings will be from drivers exiting and entering private properties both forwards and in reverse.

One of the counter-arguments is that as a cyclist, a single wider two-way cycle path gives greater visibility for all cyclists and gives better room for passing other cyclists in either direction. Also the speed for non-commuter cyclists can also vary greatly – from young children at c.5-10kph to an adult “norm” of 20 – 30kph. Actual speed depends on perceived risk, volume of traffic, type of cyclist and cycle (and the weather!!). Spokes hopes that the number of cyclists riding at greater than 30kph on a cycle path would be very small (preferably zero!) but we are unaware of any research that demonstrates the distribution of speeds. Riders wanting to travel at greater speeds should be encouraged to use the general traffic lanes rather than the cycleway. (My personal observation of cyclist behaviour is that if speed is top priority the use of on-road cycle lanes is much more the norm eg fast commuter cyclists tend to prefer the cycle lanes to the Christchurch Coastal Pathway when travelling between Sumner and the city).

2. As a general principle, consistent design and implementation are preferred to switches in design – ie one two-way path everywhere or two one-way paths everywhere. This helps ensure that drivers know where to look, reducing the risks of accidents, but it does compromise where (preferably large) sections are safer with a specific non-standard implementation.

Kind Regards, Chris Abbott

Secretary & Submissions Convenor, Spokes Canterbury

secretary@spokes.org.nz

www.spokes.org.nz



Spokes-Submission-to-CCC-on-Wheels-to-Wings-Papanui-ki-Waiwhetu-Cycleway-17Nov21-final.docx

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Item 8

Attachment D

Submission Number	Feedback	First Name	Last Name	Group/Organisation
37790 (Att)	<p>Dear Councillors and Mayor</p> <p>Please find my submission attached as a PDF</p> <p>Thank you</p> <p>Chris and Janet</p>	Chris	O'Brien	

Submission #37790

Proposed reduction of Harewood Rd to single lane carriageway and construction of Cycleways.

Submission – Chris & Janet O'Brien, [REDACTED], Bishopdale.

We wish to be heard in person in relation to our Submission.

Reasons for my objection to the proposed changes include points

This if followed by some questions to the Council

I make suggestions in the final part of this submission.

1. The proposal will result in greatly reduced parking along Harewood Rd. We have restricted off street parking at our property and the lack of parking along Harewood road that would eventuate, will significantly inconvenience those who visit, especially for the elderly.
2. The proposal will cause significant delays to vehicular traffic along the whole length of Harewood Road especially and result in tailbacks especially at peak times along parts of Harewood Rd.
3. Currently when we are exiting our driveway to go to the City or even to the Bishopdale Mall where we regularly shop, we will be faced with increased wait times getting out into the traffic and then when we make a U turn to come back towards the mall this will significantly hold up traffic behind us. We already face significant wait time when making that U turn and if there is only one lane I cannot imagine the frustration of other drivers behind us. Waiting for us to be able to make that turn, particularly when the lane in the direction we are seeking to go will be much more congested. Have you thought these issues through? If your suggestion is for us to turn left out of our driveway and travel down to Breen's Rd then we will face major issues trying to turn left onto Wairakei which already is a problem, and why we choose to make the U turn towards town on Harewood. It will not be possible to make the U turn at the Breens/Gardiners intersection without huge delays in holding up the traffic behind us heading towards the airport. Again have you thought these issues through?
4. The removal of mature trees along the roadway, especially at the Bishopdale mall roundabout will significantly impact the character of the area.
5. The proposal will result in congestion at the Bishopdale roundabout and entrance to the Bishopdale Mall from Harewood Rd.
6. The proposal introduces far too many signalized lights on Harewood Rd.
7. The proposal restricts access by allowing only entry or exit from a number of streets intersecting Harewood Rd.
8. The proposal means existing businesses such as Copenhagen bakery will suffer from reduced customer parking, as will the Charity Hospital.
9. The proposal will result in the spending of \$19,000,000 of funds that could otherwise be spent on improving failing infrastructure around the city.
10. This proposal may have a negative impact on property values in the Bishopdale, Harewood and Papanui areas, especially those properties adjacent to and near Harewood Rd.
11. Lack of parking along the boundary with the Bishopdale park will result in a significant inconvenience for those who normally park along the road during week nights for sports practice and particularly at weekends when the park is used for cricket games and family picnics

Submission #37790

Item 8

Attachment D

12. The proposal will impact rubbish collection along Bishopdale Rd.
13. The proposal will result in significant delays to emergency vehicles travelling up and down Harewood Rd. How are fire engines and ambulances going to save people's lives, especially during peak times?

I would ask the Council:

1. Who was the person/persons who gave the go-ahead for this proposal?
2. Why wasn't the local community board given the opportunity to consider this proposal before monies were spent on planning and printing costs?
3. Why has the Council given priority to this proposal over urgent infrastructure work in city?
4. Have the council done a survey of the number of cyclists using Harewood Rd v the number of motor vehicles?
5. Have the council done surveys of the number of cyclists v the number of motor vehicles using all of the new cycle ways across the city in general?
6. Has the council done a cost-benefit analysis of this proposal?
7. Why weren't all the streets exiting and entering Harewood, Bishopdale and Papanui area given your letter box drop pamphlets, advising residents of this proposal?
8. Why did you initially opt for such a short time frame for making public consultation and submissions to be made? Why was this done during a period when many people are still on holiday? I realise that this has been extended by a couple of weeks but in my opinion that is still not nearly long enough.
9. Why has a proposal that will be so disruptive to the lives of many people who use and live on Harewood Rd considered in the first place?
10. Can you please advise whether we are going to get the chance to make our submission to Council in person?

Suggested Alternative Solutions

1. Everyone we have talked to (about 250 households) are adamant that they do not want this proposal to go ahead in anything like its present form
2. Everyone we have talked to above is completely in favour of lights at the Breens/Gardiners intersection. Leave it at that.
3. If you are determined to ignore the public's wishes and go ahead with a cycleway build it along the medial strip along Harewood Rd, ie the middle of the road. There is a good 1.8 m available each side for dual cycle lanes down the middle of the road either side of the established trees. You could put the cycleway down the middle of the road all the way from the Gardiners intersection to the Greers Rd intersection. In other places along the road where there is no median strip the green berms beside the footpath could be used in conjunction with the footpath for a dual pedestrian/cycleway with a white line to separate them. This method has been successfully used overseas.

Sincerely,

Chris O'Brien



Submission Number	Feedback	First Name	Last Name	Group/Organisation
37258	<p>I am the General Manager of Golden Health group which takes the up the block between Hoani Street and Chapel Street.</p> <p>We look after 134 Ratepayers in our 3 rest Homes and have 48 Residents in our 45 Villas.</p> <p>The plan proposes to make Chapel Street and Sail Street on our Boundaries one way entrance, Restricted parking zones and taking away all the parking in Harewood Road.</p> <p>We have deliveries of food, Laundry etc everyday and this will make their role of getting in and out of our facilities more difficult. Also have Ambulances, Doctors and Mobility vehicles.</p> <p>Effects on our staff and families being able to park, Residents and families getting on and off the Bus, Visitors in our car parks being able to drive out etc. Bikes coming at them in one lane but from both directions.</p> <p>Crossing to the other side of Harewood Road, Moving the bus stop on the opposite side of Golden Age rest Home.</p> <p>I am surprised that the Mayor Lianne Dalziel is allowing this to happen as I thought she understood our industry. I know Council are having consultation and I was visited by the council staff but got the impression that it was going to happen. The councilors want it to happen.</p> <p>Langdon's Road has now become very busy with new North Link shopping Centre and our Villa residents like to drive either Sails Street or Chapel Street onto Harewood Road as they cant get across Langdons Road now days. These elderly residents will now have to watch for cyclists coming from both directions as well as normal traffic. They are very concerned but worried there ideas wont count.</p> <p>Up the Road we also have Mitre 10 which has created a large volume of Traffic on Harewood Road and Chapel Street. In addition we have Papanui High School which students park Cars around our area.</p> <p>I know we have to make a submission but get the impression that these wont have any effect but am extremely concerned at the speed of these submissions .</p> <p>We are not happy with the current design.</p>	David	Sidaway	Golden Heath Group

39082 (Att) 43063	<p>Submission attached</p> <p>43063 Second Engagement Feedback I am re-submitting my first 4 page document, dated 13 March 2021, as many of my comments and observations remain valid and significantly important to me. I was not contacted or requested to speak at a hearing after lodging that submission.</p> <p>I attended the information session on 27 October 2021 and posed a few questions for which I needed clarification.</p> <p>Ann Tomlinson, with agreement from other Council staff present that evening, confirmed that the Wheels to Wings Cycleway will cost \$19 million NZ dollars. This takes into account, she advised, all related costs, e.g. publicity, original and design change plans, consultant (CCC and private individuals), disestablishing overhead power-lines and laying them underground and rental for non-CCC owned venues for the information sessions.</p> <p>Sam MacDonald, a current CCC Councillor told us at a previous meeting that the cost would be in the region of \$30 million NZD. We were told, at that meeting, that NZTA would be paying half of the quoted \$19 million but, on 27 October 2021, Ann Tomlinson advised that application for the NZTA contribution had still not been submitted!</p> <p>Removal of a bus stop outside of Wesly Care, the difficulty of exit from Cotswold Avenue, and access for huge delivery trucks and so many serious implications, especially for elderly residents are of great concern to me.</p> <p>WHEELS TO WINGS CYCLEWAY AIRPORT-HAREWOOD-BISHOPDALE-PAPANUI</p> <p>I make my submission after attending 2 Information Sessions in respect of the proposed plan.</p> <p>GENERAL COMMENTS</p> <p>1. I do not consider that the Christchurch City Council has complied with the 6 Guiding Principles set out in the Local Government Act 2002, Section 14 (copy attached).</p> <p>For this reason, I request the full proposal, costs incurred prior to the submissions closing date 15 March 2021, budget information, all sources from which the final cost for the Cycleway will be derived, All Council Meetings Minutes, in which the Cycleway is mentioned, and related information be referred to the Office of the Chief Ombudsman for NZ, (Mr Peter Boshier) and the Office of the Auditor General (Mr John Ryan).</p> <p>2. On the January 2021 (STR 3930) fold out "HAVE YOUR SAY" publication the inference is a "Safe Cycleway Coming to Your Area" – Hardly inviting public to express their views to Council, rather Fait Accompli!</p> <p>3. I understood there had been \$1,400 expended on the abovementioned publication and information sessions? On 11 March 2021, a figure of \$5 million was mentioned as the cost of this exercise to date by a current CCC Councillor (Finance). If this is correct, does this mean that \$14 million remains to pay for the Cycleway? As a ratepayer of this city, I am extremely concerned regarding the costings despite being assured no CCC rates would be expended on the Cycleway.</p> <p>SAFETY ISSUES</p> <p>1. Emergency Services attending to events, crashes, fire call-outs, calls to assist at the Christchurch Airport or at private properties on the route simply could not pass vehicles if only one lane is available. This could result in a life or death situation.</p> <p>2. Installation of traffic lights Gardiners/Harewood, Breens/Harewood after years of waiting (apparently approved by Council in 2017) with many accidents and even a few deaths to date. I absolutely support the traffic lights (a cost of \$1.3 million was quoted at a meeting I attended). It is shameful that it is an ongoing delayed project. A CCC Planner told me that only if the Cycleway proposal is adopted, will the traffic lights (included in the plan – a sweetener I wonder?) be installed. THIS IS AN ONGOING SIGNIFICANT SAFETY ISSUE.</p> <p>3. The claim on the January 2021 publication "Safe Cycleway Coming to Your Area" is unsubstantiated, untested and could prove to be untrue. It in no way</p>	Sandy	Bragg	
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	<p>accounts for vehicles, members of the public, cyclists or straying animals traversing the Cycleway.</p> <p>4. Richards Osborne, Head of Transport at CCC, claimed in a newspaper article that the Cycleway would make it safer for people to cross the road and for turning drivers. Also the removal of on-street parking should reduce speeding and safety concerns. I do believe that driving speeds will be reduced but the build-up of traffic may be considerable. In my opinion, drivers will be delayed, become frustrated and I cannot understand his view that it will be safer to cross the road.</p> <p>PUBLIC TRANSPORT (BUSES) & RENTAL VEHICLES</p> <p>A major concern to me is in respect of passengers who use walking sticks, walkers, electric wheelchairs and crutches (as many do on this route as I use the bus 7 days a week and can vouch for this statement). How some of them will get from the footpath, across the Cycleway, to the bus stop I cannot imagine.</p> <p>The bus driver has to stop, fold down the ramp (which necessitates him/her getting off the bus), see the passenger safely on/off the bus, then refold the ramp and re-board the bus before driving off. The following traffic (in the one lane configuration) will have to wait until this has been done. Visually impaired or blind passengers – how will they navigate the distance to/from the bus?</p> <p>Out of town and overseas visitors (often driving rented motorhomes only collected within an hour from the rental company located close to the airport) will find the one lane/Cycleway street reconfigurations confusing and become nervous when they are in the middle of that confusion. I often get stopped as I walk along Harewood Road by a driver of a rental vehicle asking for directions and often their English is limited so I wonder how they will understand the various signs erected as part of the proposal.</p> <p>I wonder what Disability Services and the frustrated car driver waiting behind would have to say about these comments?</p> <p>PARKING – SPORTS EVENTS/COMMUNITY EVENTS</p> <p>Outside of Bishopdale and Nunweek Parks the current on-road parking at weekends is bumper to bumper, the same in adjoining streets. Sport coaches carry in equipment, families carry in their babies and children, chairs, picnic items, buggies and safely gather their dogs from the car parked on the roadside. Where will these people park if the Cycleway proposal goes ahead?</p> <p>GENERAL ON ROAD PARKING</p> <p>I have spoken to a number of the Stakeholders who are reliant on on-road parking. A few of them only became aware of the proposal days before the CCC Consultation dates/times were advertised and a couple had no awareness of it. Losing 41% of the on-road parking spaces will have a significant impact on a number of these stakeholders. For example, the retirement homes have very limited off-street parking at their premises and these are specifically for the use of visitors, GP's, Ambulances, couriers and deliveries. Two Managers advised a very real concern when mentioning that their carers and nurses always park on the road and for those leaving at 11pm in the dark and sometimes in poor weather conditions where would they expect their cars to be?</p> <p>TRAFFIC LIGHTS ON THE GARDINERS/HAREWOOD, BREENS/HAREWOOD ROADS</p> <p>I ABSOLUTELY SUPPORT THE INSTALLATION OF TRAFFIC LIGHTS (A \$1.3 MILLION DOLLAR COST WAS QUOTED BY A CCC COUNCILLOR). IT IS SHAMEFUL THAT THIS IS NA ONGOING DELAYED PROJECT. TWO THINGS OF INTEREST TO ME – I AM LEAD TO BELIEVE THE COUNCIL APPROVED THE TRAFFIC LIGHTS IN 2017, THE OTHER THAT A PLANNER FOR THE CYCLEWAY PROJECT TOLD ME THAT ONLY IF THE CYCLEWAY PROPOSAL IS ADOPTED AND ACTUALLY HAPPENS, WILL THE LIGHTS BE INSTALLED, OTHERWISE NOT. THIS IS A VERY SERIOUS ISSUE.</p> <p>ACCESS TO BISHOPDALE COURT</p> <p>Has careful consideration been given to the huge (both in length and weight) number of trucks which are required to access/exit the Mall complex. Seven days a week, twice daily, trucks make deliveries form Foodstuffs in Hornby. Others I have observed, and there are sure to be more, are Coca Cola, Pie Companies, Bread and Milk companies, Liquor Store deliveries, Chemist deliveries, couriers, etc. They all need to drive in/out from Harewood Road (no access form the far end of the Mall due to the Library and other buildings). Unless the Cycleway will not be immediately in front of Bishopdale Court how will they manage?</p> <p>STREETS ENTRANCE/EXIT</p> <p>The impact of changing Sails Street, Chapel Street, and Wilmot Street from the current situation will be significantly impactful on a large number of people. Not least Palmer Funeral Service, Time Dental, the church on Chapel Street. Many of the public who use the companies, worship at the church, attend all manner of</p>			
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<p>community meetings and social events are elderly. They can only manage to attend provided they can park a car outside and then (often using walkers or walking aids) get into the facilities. Will the Companies involved be compensated for loss of business and goodwill? The little Dairy on Harewood Road will obviously struggle with a Cycleway and lack of parking for customers outside.</p> <p>Mega Mitre Ten have voiced concern over freight and other deliveries being unable to use their existing route in/out of their premises.</p> <p>CANTERBURY CHARITY HOSPITAL</p> <p>Many clients currently park on Harewood Road. Gas cylinders, laundry service vehicles, Medical couriers and other deliveries need easy access to the hospital – how will this be possible with a Cycleway outside of the premises?</p> <p>COPENHAGEN BAKERY</p> <p>Established in 2012 on the Harewood Road site. The location chosen carefully due to the availability of on-street parking. There are only 12 off-street parking spaces on site and the plan shows only a few limited time on-street parking spaces.</p> <p>A very popular venue for friends/business meetings/social gatherings and customers who collect orders, buy coffees and food. Catering for numerous functions, having all kinds of deliveries which essentially have to get close to the entry doors, this business could be annihilated due to the parking situation. Certainly travelling cyclists, say, en-route to/from work, appointments, or time poor would not be stopping to purchase items from Copenhagen Bakery.</p> <p>REFUSE COLLECTION</p> <p>Where will residents place their CCC weekly wheelie bins for collection and other bins supplied by private companies?</p> <p>TREE PRUNING ALONG THE CYCLEWAY ROUTE</p> <p>The company TREE TECH currently are contracted to prune the trees and, on site, feed the branches into a chipper. When I have observed this being done their large red vehicles use one lane on Harewood Road and more than one of their trucks operates at the same time. How will this work in the Cycleway proposal?</p> <p>GENERAL</p> <p>I was made aware that the CCC first made a decision to construct this Cycleway in 2017. Now, 4 years later, minimal advertising, lack of community input pre-consultation sessions, difficulty getting supplies of the "Have Your Say" publication and the 17 sheet sets of plans for this over engineered extravagant project leaves me having little to no confidence in the Council or the majority of sitting Councillors.</p> <p>A CCC Councillor is reported to have stated that a survey had not been conducted regarding how many cyclists use Harewood Road. This is shameful.</p> <p>Richard Osborne (CCC Head of Transport) reported that modelling suggested 1200 cyclists per day would use the Cycleway by 2031 (The Press 27.01/2021). How can I have faith in this suggestion given the previous statement (above)?</p> <p>IN CONCLUSION</p> <p>I am concerned that the number of bus stops along Harewood Road, apart from some of them being re-positioned, will not be reduced in number by only the amount suggested in the plans. I have recorded the number of current bus stops on each side of Harewood Road and my tally does not match the number in the plans. By moving some of the bus stops the public (especially the less mobile passengers) will be very inconvenienced and some of them chose their residential retirement homes because a bus stop is either outside or very close by.</p> <p>It has been reported (The Press 12/02/2021) that about half the cost of the Cycleway is expected to be funded by Waka Kotahi NZ Transport Agency. This sounds unconvincing to me and without any firm commitment from that Agency. As so often happens (refer to many of our major CBD projects) the initial expected expenditure significantly increases and sometimes it has been necessary to lengthily delay the project or abandon it altogether. My burning question is – WHERE WILL THE BALANCE OF THE FINAL COST BE DRIVED FROM???</p> <p>My earnest appeal, and fervent hope, is for the Wheels to Wings Cycleway Plan to be abandoned in the meantime. When the submissions and other valuable</p>			
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	<p>input has been carefully considered and to the best possible way researched/costed/partially trialled to get a feel of the effectiveness and both cyclists, drivers, pedestrians, those with disability issues and all of the stakeholders with their individual needs best met, then, and only then, could it be re-introduced.</p> <p>Thank you for inviting me to make a submission.</p> <p>Sandy Bragg (4 page attachment for the W to W submission, copy of the Local Government Act 2002, Section 14.</p> <p>13 March 2021</p>			
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The Local Government Act 2002, section 14, requires all councils to take a consistent approach to their activities,

The prime purpose of consultation is to enable the effective participation of individuals and communities in the decision-making of councils. This will enable elected representatives to make better-informed decisions on behalf of those they represent.

The principles guiding consultation processes set out in the Local Government Act 2002 are designed to ensure individuals and their communities have information about decisions, the opportunity to engage with their councils and make their views known.

There are six guiding principles set out in the Act -

- Councils must provide anyone who will or may be affected by the decision, or anyone who has an interest in the decision, with reasonable access to relevant information.
- These people should also be encouraged to express their views to council.
- People who are invited to present their views to council should be given clear information about the purpose of the consultation and the scope of the decisions being made.
- People who wish to present their views must be given reasonable opportunity to present them.
- Councils should receive these views with an open mind and give them due consideration when making a decision.
- The council should provide people presenting their views with information relevant to decisions and the reasons for them.

The Act also sets out processes for discussing concerns about a council with the Office of the Ombudsmen, the Office of the Auditor General or the Parliamentary Commissioner for the Environment.

Submission Number	Feedback	First Name	Last Name	Group/Organisation
37301	I firmly oppose the current proposed design as it shows no respect to local residents	Frank	Prendeville	
36401	<p>I object to the proposed cycle path down Harewood Rd.</p> <p>This is absolutely crazy cutting down road lanes with the amount of traffic that uses Harewood Rd it would cause major congestion and take parking away from residents.</p> <p>This plan has not been thought through and is not what the people want!!!</p>	Annemarie	Prendeville	
36371	I totally oppose the proposal. In particular I object to the removal of traffic lanes on Harewood Road. Harewood Road is a very busy road and requires both lanes in both directions to cope with the current traffic flows, let alone any future increases. As an avid cyclist I have made extensive use of Harewood Road over many years at all times of the day and days of the week and I have never experienced any problems whatsoever with the current layout. Further, I object to the removal of any carparks on Harewood Road - these are a necessary provision for any occupant and so should not be removed. So I can see no justification for the cost, disruption and impeding of vehicle access being proposed.	Craig	Hastie	
38841	<p>Submission on Wheels to Wings Major Cycle Route</p> <p>Along Harewood Road</p> <p>From my perspective it would appear that the Traffic Engineers who drafted this first proposal do not have an understanding of a number of community concepts; and have not updated themselves on a number of changing traffic patterns that have occurred recently with the development of the Northlink retail development, and officers for a number of businesses on the former Firestone site fronting onto Langdon's Road.</p> <p>I have set out my concerns in numbered point form below, following each concern with a possible solution which I have set out in red for ease of reading.</p> <p>1. The Methodist Church of course is a place of worship, but is also an important building used by many other community groups for a variety of community purposes. There is no specific community centre provided by the Council for general community purposes in the Papanui area, the closest such building being located at Bishopdale.</p> <p>Free and easy access for all forms of transport to and from the buildings is therefore required thus ensuring parishioners and others attending community functions/meetings etc. do not have to park their vehicles considerable distances away from the church to attend it. For this reason the end of the coal-de-sack needs to be terminated closer to Harewood Road as is shown on the draft plans for Sails Street, where it enters Harewood Road. This will allow more parking spaces to be placed on Chapel Street outside the Church.</p> <p>2. It is accepted that during peak times of use there will not be enough car parks on the Methodist Church Property to accommodate all the cars attending the Church/(Community Centre) at peak times, some of the parking needing to take place on the adjacent streets. This same principal applies to sporting fixtures on parks during busy periods, it not being fair or reasonable to expect all the parking required for a relatively short period of time, for example 3 hours for one day a week on the park or in this case on the church property. The purpose of the 2 hour parking limit is to ensure that all day parking does not occur in these car parks, which would otherwise occur by staff from surrounding businesses.</p> <p>The 2 hour parking limit needs to be extended to 3 hours, (180 Minutes), because a number of church functions, e.g. funerals, etc. where people congregate afterwards for a cup of tea etc would take over 2 hours to complete.</p> <p>3. There is a need at all places of worship for there to be ample room for hearses to manoeuvre onto and off the main entrance forecourt thus enabling mourners to give a proper send-off to the person who has died to their final resting place wherever that may be.</p> <p>Hearses are large long vehicles which need to gain easy access to the main entrance forecourt to the church to enable the coffin to be both unloaded into the church and after the service to be loaded into the hearse again. The mourners need to be able to gather around the hearse to be able to give the body a proper send-off. The end of the coal-de-sack therefore needs to be terminated closer to Harewood Road as is shown on the draft plans for Sails Street.</p> <p>4. The new retail areas at Northlink and new officers etc located closer to the railway line fronting onto Langdons Road have generated a huge increase of traffic using Langdons Road. Now it is very difficult during normal business hours to make a right turn from Chapel Street into Langdons Road, because of increased traffic</p>	John	Allen	

	<p>on Langdons Road. This corner is reasonably close to the railway line which complicates matters. Traffic backs up on Chapel Street sometimes past the entrance into Mega Mitre 10. Cars are parked on the left side of Chapel Street up to close to the Langdons Road corner, resulting in drivers wishing to turn left from Chapel Street into Langdons Road not being able to queue separately from right turning traffic. If this issue is not addressed frustrated drivers could turn into Mega Mitre 10 and exit through their internal roads out onto Harewood Road, a “rat run” not wanted.</p> <p>I suggest that the direction of traffic on Chapel and Sails Street be reversed; this action would alleviate the congestion occurring at the Chapel Street Langdons Road corner, and allow more car parks to be retained outside the church.</p> <p>5. I am concerned about the proposal to take the cycleway directly through the centre of the “Bishopdale Roundabout”. Such action will increase the build up of traffic in the area during busy times, because the smooth flow of traffic through the roundabout will be interrupted at both the east and west sides of the roundabout. I also question changing the position of the cycleway from the north side of Harewood Road, (shown on the draft plans from west of Matsons Avenue through to the Bishopdale Roundabout), to both sides of Harewood Road west of this roundabout. I believe that this change will unnecessarily confuse motorists driving through this area, (the cycleway is on the north side of Harewood Road for one part of it, and then both sides for another part). It is my view that if at all possible it should be one side or the other, but not both for consistency.</p> <p>I am therefore of the opinion that the cycleway should go through the roundabout on the north side of it so as to minimise the interruption to vehicles travelling through the roundabout. Vehicles will still need to be stopped leaving the roundabout going north into Highsted Road, and entering the roundabout from the west on Harewood road when turning left into Highsted Road, however other interruptions to the traffic flow as proposed in the draft plans will be eliminated.</p> <p>I wish to be heard in support of my submission.</p> <p>John Allen</p>			
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Submission Number	Please provide any feedback you have on the proposed design	First name	Last name	Group/Organisation
37532	<p>Because I live in the area I see how it works, and it all works fine that I can see, if you take away 2 lanes then their will be a build up of cars that we don't experience now. So traffic jams we never had. There does not seem to be a big amount of cycles in this area either. Also in the future cycles may be replaced with something else, and all this money will have been spent for nothing. I travel around the city a lot and hardly ever see any cyclists. Why not one good sized cycle lane on one side of the road that they can share. Taking away car parks kills businesses, people cant be bothered so go to the malls instead. Cycle lanes were put on colombo st near Edgeware village, on both sides of the road, and now people that live in flats etc in the area have no where to park, also no where to park when visiting friends there. the car is here to stay whether it be electric or petrol driven, it is quick and easy. I could never have biked to work as I would be expected to dress well once there and riding a bike certainly is not good for the hair or clothes. I think this is being done too quickly</p> <p>think about it again 19 million is a lot of money!!!!</p>	Roger and Suzanne	roberts	
37254/41895	<p>I ride this route to the airport and to Mcleans Island. Having a well engineered cycle way would make me feel much safer. 2fast lanes of traffic with cars parked on the left of the white line that cyclists depend on is scary and dangerous - when there is a car parked I am forced into the traffic lane. This is the best cycling route to the airport for me from Fendalton - the other choice is Memorial drive which is also unsafe, for the same reasons. i really hope we continue building a city for the future, with lanes for safe, health supporting, quiet, convenient, carbon-free and anti-congestion transport like bikes, ebikes , with routes that allow us to travel safely around the whole city. i know it's easy to stir up emotions when times change, but, actually times are changing. and young people especially want to live in a city that has the modern infrastructure that supports cycle transport. if we want to attract young talent to come to our city and we want a happy place to raise families . yes let's improve this design but for futures sake, let's keep building a modern city.</p> <p>I cycle Harewood road 2-3 times a week, both on my way to a friend, to the airport and to McLeans island cycle park. Cycling is my preferred transport mode around the city when I am not carrying heavy loads. I have cycled in many cities around the world and am in awe of the advantages that Christchurch has for good urban cycling: flat, no cars turning left on red, infrequent really bad weather. Over the last few years I have been surprised and pleased, as an urban cyclist, to be able to find and ride cyclist highways that are emerging all over the city. Wonderful. Keep it up!</p> <p>I am a strong supporter of cycling in our community because cycling is fun and healthy and more cyclists make me feel good in my city.</p> <p>1. I really appreciate you in this plan making the roundabout safer for cyclists with traffic lights and similar to other bikeways in the city. I dread riding through the current roundabout because I have to ride really fast in a right hand lane to get around.</p> <p>2. I support reducing the number of lanes from 4. 4 lanes are hardly ever at capacity and it seems over engineered for the load. I find it challenging to make a right hand turn onto Harewood drive across so many lanes of traffic, finding somewhere in the middle to stop and not confuse drivers.</p> <p>3. In general terms, I support this investment as part of support for active transport. I support building infrastructure for the next generation, not the aging one. My professional background is in the tech industry and for our tech industry to continue to expand and provide high paying jobs, we need to have a modern city to attract top talent and their families. It is clear from looking at how cities are changing around the world (Paris, Toronto) that modern cities are building infrastructure to support non-car transport and vibe. Please continue your good work of turning Christchurch into a modern, people focused city, for those who live here and for those we want to attract to our city.</p> <p>4. In general terms again, as a tax payer, I am pleased that the real estate that I fund, given over to cars being reduced and land given to people, and active transport increased.</p> <p>6. I support businesses as they adapt and support cyclists. I want to use this new bikeway to help businesses along the bikeway thrive and support new and changing clientele. Businesses and cyclists will benefit from this relationship.</p> <p>41895 Second Engagement Feedback I fully support the preferred option of separated bike ways with the design changes. I am not sure if I submitted before. I went to view the changes in Bishopdale and talk with the traffic engineers. My support of this project is stronger than ever.</p> <p>1. NZ's relatively poor commitments at COP26 means we have to work harder at the local level to reduce transport emissions. This proposal can lead to more cycling less driving and less emissions</p> <p>2. Your good design is actually adding parking spaces for those who care about that.</p>	ian	wells	Venduco

	<p>3. The original design for Harewood rd was over engineered and the expected traffic on that road never materialised. 1 lane each way is sufficient for the traffic. And the freed up space for trees and cycle ways leads to a road that is environmentally better and nice for people. 1 lane each way should also calm the traffic</p> <p>4. I run a bike ride "Bike to Ice" as part of Biketober and Days of Ice from Scott's statue to Antarctic Centre. My preferred route is Harewood road. After I trialed that route, I found it was way too dangerous for a community bike ride (parked cars, fast traffic, unsafe intersections for bikes. I look forward to being able to run this ride each year on a separated, safe, quite bike path.</p> <p>5. This bikeway will encourage more people to cycle both to the airport (instead of dangerous Memorial Drive) and McLeans Island.</p>			
36650	<p>Query- This is a design and then consult process - how much has the design cost to this-before the consultation</p> <p>Where is the consideration to the businesses & their customers - I just passed Copenhagen (27/1 at 10.50 am) and there were 20 cars parked on the road carparks. The businesses are important local economic actors- employers etc.. BUT given no consideration prer-design! I am interested to see to see the socio-economic justification for this investment and what net public benefits there are.</p> <p>This submission is about the: (i) Process; (ii) Justification for the proposed cycleway; and (iii) Queries over the CCC website story data 25 January 2021</p> <p>PROCESS</p> <p>The process to date lacks any real community consultation. The event of 3 February at the Bishopdale Community Centre was at best an Awareness meeting - presenting what is proposed. Where is the actual community consultation? I asked the Trafford Street Dairy owner if there had been any consultation with the Council - he said he had one visit by a council employee to tell him the carparks will be removed due to the cycleway. Where businesses are highly likely to suffer loss of income due to the loss of carparks surely there must be a better consultation process than this?</p> <p>DATA TO JUSTIFY THE CYCLEWAY Where is the data to justify the investment. The data should include: (i) demand by the Harewood, Bishopdale and Papanui community for a cycle way -what are the numbers that want to cycle - has a survey of the Harewood, Bishopdale and Papanui community been done? (ii) What are the socio-economic benefits to justify the investment of up to \$ 19 million. Some of the benefits outlined in the 25 January CCC site story (See comments below) have no evidence to support them, and justify the investment.</p> <p>QUERIES OVER CCC SITE 25 JANUARY 2021 STORY</p> <p>The CCC Newlines has a story on the propose cycle dated 25 January 2021</p> <p>Queries over selected parts of this story</p> <p>"On Harewood Road, for example, we are proposing to reduce the four-lane section of the road to two lanes to make space for the cycleway while retaining on-street parking. This will encourage lower speeds and make the road safer for turning drivers and pedestrians to cross."</p> <p>From Bishopdale to SH 1 there will be reduced parking on the southern side – so how is "on-street parking retained?</p> <p>By reducing it down from two lanes to one lane it may make it harder for pedestrians to cross with more vehicles concentrated into one lane– especially older people. Will this be safer?</p> <p>"We have tried to minimize the removal of on-street parking, however, the competing demands for road space means that some on-street parking will be removed along the route," Mr Osborne says.</p> <p>"Some on-street parking will be removed". This is understated. Key points are:</p> <p>Bishopdale Park – in both the summer (for cricket) and winter (league) on Saturday the carparks alongside part are all used. In the winter season the parking demand is higher – this is in both the morning and afternoon.</p> <p>Commercial businesses: there is a high daily demand for carparks on the road for Copenhagen Bakery, and periodic short-term park demand for the Dairy on the Trafford street corner.</p> <p>Nunweek Park – in the winter on Saturday mornings the demand for parking along Harewood road is high, and is usually on both sides of the road -from about Woolridge Road to about Nunweek Blvd. The roadside parking from Kilmuir Lane to Nunweek Blvd will be no longer be available with the cycle way – much reducing the available parking options for parents that takes their kids to rugby, and soccer.</p> <p>If the Council wants to encourage people to cycle to these venues where are the plans for bike parks – at Nunweek Park and Bishopdale Park?</p> <p>"In those areas where there is high parking demand we are proposing to put in time-restricted parking to help ensure that convenient parking is available for people.</p>	Stewart	Pittaway	

	<p>Where is this plan? If there are no car parks as along Harewood road from the Bishopdale shopping centre to Kilmuir Lane. How will time-restricted parking be provided in high demand areas -eg Copenhagen Bakery (Monday to Saturday), and Bishopdale Park on Saturdays?</p> <p>The article also says:</p> <p>“It will provide a connection for local cycling trips in the Harewood, Bishopdale, and Papanui suburbs to destinations including schools, shops, businesses and recreational facilities.</p> <p>Where is the survey data that shows the demand for local cycling trips by the Harewood, Bishopdale and Papanui community? “This will be a good connection route for the roughly 7000 people who work in the airport area.</p> <p>Has a survey been done of the 7,000 people working in the airport area to assess:</p> <p>1. How many of these 7,000 people use Harewood Road to travel to and from work?</p> <p>2. How many of the 7,000 people will use the proposed cycleway to cycle to work if the Harewood Road cycleway is constructed?</p> <p>“Our monitoring of cycling numbers across the city show that more people are opting to travel by bike...</p> <p>What data is there about cycling number on Harewood Road? Moreover, has any survey been done of cycling intentions by the Harewood, Bishopdale and Papanui community?</p> <p>The Council will consider the submissions and finalise the route later this year, ahead of construction starting in the middle of the year.</p> <p>Please clarify this statement – the “route is finalized later this year”, and “construction starting in the middle of the year”.</p>			
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Submission Number	Please provide any feedback you have on the proposed design	First name	Last name	Group/Organisation
37560	<p>My view on the proposed decision is by narrowing the width of harewood it will be more dangerous and impinge on safety of all personnel using the road. It also will impinge on delivery personnel going to charity hospital and personnel servicing business on harewood road Rd.</p> <p>If people are cycling to airport people use memorial ave not harewood Rd.</p> <p>Has there been a risk analysis carried out?</p> <p>Has there been a survey undertaken of people that cycle to airport ?</p> <p>No one has contacted workers that work at the airport , the people that work at airport has declined significantly since Covid 19.</p>	Shane	Waldron	
38684/42657	<p>I used to be a regular cyclist and am fully in favour of anything that makes our roads safer for vehicles, cycles and pedestrians, BUT feel that the Council needs to give further considerations to parts of its Wheels to Wings project. In this instance my concerns are the section of Harewood Road from Bishopdale to Harewood/Russley/Johns Roundabout, especially its implications on the section Leacroft Street/Gardiners/Breens Roads and Crofton Rd/Trafford Street, where vehicle lanes will be reduced from two to one plus cycleway in both directions, divided by a central grass and tree central strip.</p> <p>1. DANGER AT FREQUENT DRIVEWAYS. This section of Harewood Road is quite densely populated with many driveways serving 3+ residences. This will be unsafe for all users with cars trying to exit on to a busy single lane road, or impede the traffic flow as they try to enter their driveways, giving way to pedestrians and cyclists.</p> <p>2. EMERGENCY SERVICES. Ambulances, fire engines and police cars will be unable to access or overtake in this section in response to any emergency call, as with the median strip there will not be enough room vehicles to pull over to let them pass (traffic lights at Gardiners Road would soon cause a long back-up). Chaos!</p> <p>3. RUBBISH COLLECTION TRUCKS will block the traffic flow on collection days</p> <p>4. CROFTON ROAD. There is already a problem with vehicles turning right into Harewood Road, especially at busy periods when there is a long delay in Crofton Road. which also affects left turning traffic if there are cars parked outside houses nearing the intersection. Non residential traffic often use Crofton Road to get from Sawyers Arms Road to Harewood Road, adding to the build-up of waiting cars.</p> <p>5. U-TURN SLOTS (as recommended in Option 1 Harewood/Gardiners/Breens Road intersection proposal June2019) will cause extra problems as these slots are only one-car length so motorists will have to wait until the opposing lane is clear to complete their U-turn: meanwhile no other car could enter the slot without holding up following traffic.</p> <p>6. COPENHAGEN CAFE has a reputation that attracts visitors from all over Christchurch. It also operates a text and pick up service. At present patrons park on both sides of Harewood Road.</p> <p>7. TRAFFIC LIGHTS - why do we need six further sets of traffic lights between Greers Road and Harewood School?</p> <p>I am no expert on road planning, but feels there are too many problems and urge the Council to explore safer and more practical alternatives which would allow the retention of four traffic lane in this section of Harewood Road.</p> <p>Such -as</p> <ul style="list-style-type: none">- Re routing the cycleway through side streets- Remove the grass berms and create a shared pedestrian/cycleway (cf Whitchurch Place 2000m 2-way cycleway also for pedestrian use)- Remove berm and Have a two way cycleway on one side of the road (does not need wide enough for cyclists to	Audrey	Jackson	

	<p>ride two abreast.) As a last resort, remove trees and use central strip as a two-way cycleway.</p> <p>42657 – Second Engagement Feedback This concerns Harewood Road between Nunweek Park and Greers Road. I am fully aware that there is no easy way to change the traffic layout on an established built-up road, but would ask you to give some further consideration to the section between Crofton Road and Gardiners/Breens Roads. There are enough problems with this section without increasing them by taking out two lanes of traffic.</p> <p>*Recently I have encountered a build up of traffic when two cars wanted to use the slot to make a U-turn. As there was a steady flow of traffic in both directions, the cars wanting to turn could not get out of the slot, so blocked the right traffic lane and it was not possible for the cars behind to merge into the left lane until the two cars managed to complete their U-turn.</p> <p>* I was also held up for several minutes when driving down Papanui Road recently when a refuse truck had stopped right by the small traffic island near Paparoa Street and no vehicles could pass. There would not have been a problem if the island had not been there. This made me wonder if this sort of thing is going to happen every time a large vehicle (delivery trucks, emergency vehicles etc) stops in the Crofton/Gardiners section of Harewood Road.</p> <p>*There seems to be only one solution - REMOVE THE CENTRAL SECTION WITH THE TREES. There could be one traffic lane in each direction, and the cycle lanes and parking areas as planned, but there would be room for traffic to ease past and get clear of any obstruction or hold-up. The central trees look nice when there are double traffic lanes each side, but they are not practicable on major roads with single lanes. Wairakei Road functions well enough with two lanes, but it does not have a built up median strip.</p> <p>OR DIVERT CYCLISTS THROUGH SIDE STREETS FROM CROFTON ROAD TO HIGHSTED (eg Pasadena Place from Crofton Road through to Gardiners down Colesbury Street etc).</p> <p>The comments I made on my original submission still stand, but I would like you to give some thought to Crofton Road. With an increasing number of vehicles entering from Sawyers Arms Road particularly in the morning, it is getting increasingly difficult to get out onto Harewood Road, especially vehicles wishing to turn right, that quite often do not leave enough space for left turning traffic to get through.</p> <p>Thank you for your consideration.</p>			
39340 (Att)	<p>Executive Summary (refer to attachment for full submission)</p> <p>This submission argues that the proposed cycleway will not (and cannot) achieve the proclaimed and assumed benefits. Key issues are that it:</p> <ul style="list-style-type: none">• increases risk to pedestrians by placing them in closer proximity to bikes and other (fast travelling) e-bikes and scooters that often approach them quietly from behind (and therefore are unseen);• makes the travel corridor unnecessarily unfamiliar and complex and therefore dangerous because it considerably increases the mental workload of all corridor users, increasing the likelihood of judgement errors (no matter what speed they go);• significantly complicates travel—and increases travel time and inconvenience—for cyclists;• increases travel time (and therefore economic cost) and frustration levels for vehicle drivers;• inconveniences residents and increases the risk of cycle/resident-vehicle interactions; and• cannot generate the stated benefits. <p>Ultimately, this plan increases risk and decreases safety for all users of the transport corridor (pedestrians, cyclists, e-bikes/scooters, residents and vehicles), and therefore if it goes ahead the council is knowingly and deliberately placing people at risk of harm.</p>	Alan	Grey	

Feedback on the Wheels to Wings Cycleway

Alan Grey, 15 March 2021

Executive Summary

This submission argues that the proposed cycleway will not (and cannot) achieve the proclaimed and assumed benefits. Key issues are that it:

- increases risk to pedestrians by placing them in closer proximity to bikes and other (fast-travelling) e-bikes and scooters that often approach them quietly from behind (and therefore are unseen);
- makes the travel corridor unnecessarily unfamiliar and complex and therefore dangerous because it considerably increases the mental workload of all corridor users, increasing the likelihood of judgement errors (no matter what speed they go);
- significantly complicates travel—and increases travel time and inconvenience—for cyclists;
- increases travel time (and therefore economic cost) and frustration levels for vehicle drivers;
- inconveniences residents and increases the risk of cycle/resident-vehicle interactions; and
- cannot generate the stated benefits.

Ultimately, this plan increases risk and decreases safety for *all* users of the transport corridor (pedestrians, cyclists, e-bikes/scooters, residents and vehicles), and therefore *if it goes ahead the council is knowingly and deliberately placing people at risk of harm*.

Submission

Background

This submission comes from the perspective of a cyclist. I am a very dedicated cyclist. I cycle everywhere, and it is my main form of transport, every day (I only rarely use a car). It is also a key form of recreation. Thus, I cycle 750–1,250km per month, on average. Since I use a bicycle (not an e-bike) as my main source of transport, I bike fast to get where I need to go. This plan for Harewood Road would not facilitate my use of a bike but would instead put up barriers to cycle use.

My view

This plan would ensure that I never use Harewood Road as a cyclist again. I live nearby, but I would still go out of my way to avoid the proposed Harewood Road, much as I avoid all other roads where the council has done similar things, ostensibly to improve cycle conditions and safety. In contradiction to the desired goals, I believe that this plan would reduce safety and decrease the utility of the roadway for all users—for cyclists, pedestrians and vehicles. In that sense, it is an ill-conceived plan and should not proceed in this form.

Critical problems and issues

The plan increases risk to pedestrians because it forces pedestrians and cyclists to use the same space in large sections (from Nunweek Boulevard to the Airport) and some smaller areas (e.g., some side-road crossings, the Farrington Road intersection roundabout). In my experience, that is one of the worst things to do, for it creates the environment where many more accidents are likely (e.g., through interaction with pets), many of which would not come to the attention of the council and so the council may be unaware of the scale of the issue. There is also increased risk because of the use of a pedestrian space by electric scooters and e-bikes, which may be going up to 40 km/hr or more around pedestrians.

We don't get pedestrians to walk on the road, so why get them to share a relatively narrow space with fast-moving, motorised vehicles? This is especially a problem when part of this shared space is outside a school. Risk is also increased in the plan where pedestrian and cycleways abut each other. This creates complications, for no matter how well marked, many pedestrians tend to walk on the cycle part and vice versa. This is proven because the same thing happens on Riccarton Ave near the entrance to the new hospital building.

The plan makes the roadway unnecessarily complex, and therefore increases risk for cyclists. The safest road is actually the simplest road, with the fewest distractions and the lightest mental workload for all users. This is because in a simple environment, judgements are based of fewer, clearer stimuli. Increasing complexity makes it harder for users to quickly determine which are the most important stimuli and which are unimportant. There are papers published (e.g., in Accident Analysis and Prevention, an Elsevier journal) that demonstrate increased risk where there is increased complexity. Increased complexity undeniably increases the mental workload required to drive, and while that may result in the user reducing speed (at times), that reduction is insufficient to decrease "reaction time on a safety-relevant peripheral detection task or to an unexpected pedestrian hazard". That issue is exacerbated with regard to cyclists, rather than pedestrians, since they can travel at a speed closer to motorised vehicles. Increased mental workload means a greater possibility of lapses in judgement.

The proposed plan creates complexity on the roadway in several ways. Some of these include:

- It can put up physical barriers (e.g., parked cars) in the line-of-sight between vehicles and bikes, which effectively removes cyclists from their direct line-of-sight, and shifts them to a more peripheral (and therefore only partially seen) position. This can create problems for vehicles moving into and out of the flow of traffic, and many more opportunities for drivers to miss both pedestrians and cyclists (e.g., in blind spots), especially if cyclists (or e-bikes/scooters) are travelling fast and are partially out of sight behind parked cars or vegetation. Drivers are often poor estimators of cycle speeds at the best of times, and by removing cyclists from a direct line of sight, and sometimes making them potentially unseen, the estimation problem is magnified significantly—drivers have less time to estimate speed, and therefore less time to make a life threatening (for the cyclist) judgement on whether it is safe to, for example, turn in front of the bike (assuming they've seen it).
- Depending on the nature of the physical barriers, they can create hazards for both bikes and vehicles. An example is in concrete block barriers, which in other areas of the city have almost caused me to come off the bike (when turning) and the many black rubber marks along them testify to vehicles having hit them at some speed.
- The plan creates intersections that have multiple signals, using up to 16 or more posts, which creates visual pollution and can easily create confusion about which signal to watch. The senses of roadway users are bombarded by this visual pollution of kerbing, signs, poles, paint on the road etc. We have to suffer with that pollution in so many parts of the city already. This plan adds to the cacophony of roading paraphernalia that is very confusing (and ugly). As an example of the confusion created, cyclists could mistake a green light for vehicles as permission to proceed, not realising that there is a separate signal for cyclists. I have inadvertently done this myself in other poorly designed intersections around the city. With a separate signal for pedestrians as well, you then have intersections with three separate signals for three different groups that have to monitor their own signal, as well as prudently monitoring all other signals and users in case anyone else is mistaking their signals.
- The plan turns a roundabout into a confused mess, with six traffic lights, including the placement of traffic lights in the *middle* of roundabout, on each side of the Farrington/Highstead intersection. This means that vehicles on the roadway wanting to go

north or south *may be required to stop in the middle of the roundabout*, which in rush hour is likely to mean that traffic backs up across the incoming streets (either Farrington Avenue or Highstead Road). It is poor design indeed that places control lights in the middle of a roundabout causing traffic to potentially block the whole intersection. Having traffic lights on Harewood Road at each end does not resolve the situation, because they can only control Harewood traffic, and unregulated traffic can (and will), for example, enter the roundabout from Farrington Avenue even if the light to go north on Highstead Road is red.

- The exit of side roads *onto* Harewood Road becomes complex and uncertain to navigate. Instead of having two rules of approach (Give Way and Stop) with one Give Way/Stop line for all side roads, some side roads would be blocked off, some become one-way, some would have traffic approach right up to the main road as now, and many others would have stopping areas *behind* the cycleway. In the case of the latter, a car approaching Harewood Road would have to stop behind the cycleway to allow cyclists to pass by, and since they then are unlikely to have safe visibility of the road each way (or are too far back to feel comfortable proceeding), they then have to ease forward across the cycle way (blocking it) while they assess whether it is safe to proceed onto a wide carriageway. This all creates a nightmare of complexity and increased risk.

Also, the current terminal ends of side roads are wide enough that at most of them there is room for vehicles to wait to turn right and left onto Harewood Road without having one hold up the other and back up traffic. Under the plan, the narrowing of some of these spaces (e.g., the terminal end of Matsons Avenue) means that right-turning traffic would frequently hold up left-turning traffic, to the frustration of the latter. This process is seen at numerous intersections around the city where poorly designed, narrowed egress has been created at side roads leading into busy roads, and traffic is observed frequently to be backed up (increasing congestion, emissions and frustration).

- The side roads also create problems for vehicles turning *from* Harewood Road. Right-turning vehicles from Harewood into a side street must check for oncoming traffic as they normally do, but if there is a two-way cycle lane they would have to realise that they also must check for cycles in both directions, AND have to realise that the cyclists have the right of way. Neither of those requirements are likely to be obvious, especially for people who rarely use the road. That situation complicates the standard road rules because vehicles have to cross two corridors of moving traffic that may go in different directions. It can easily lead to a situation, for example, where someone sees a small gap in traffic coming toward them, so they turn, but suddenly sees a cyclist/scooter on the cycleway that has not stopped and too late realise that there is a right-of-way bike lane there as well, so they either stop perpendicular to oncoming traffic, or proceed and potentially hit a cyclist. Similarly, a left-turning vehicle from Harewood Road onto a side street must both have clear visibility of cyclists AND realise that the cyclists have the right-of-way, even in the absence of any controlling signs to indicate that, whereas normally nothing impedes left-turning traffic.
- There are areas where bikes can go in two directions, yet adjacent traffic only goes in one direction. This creates complexity for drivers, who now have to be aware of cyclists in two directions instead of one (e.g., when turning to cross the cycleway). It also means that residents have to remember to look both ways for bikes on the first phase of leaving their property, then perhaps just one way for vehicles on the next phase of leaving the property. The increased complexity increases mental workload.

The plan makes travel inconvenient for cyclists and slows them down unnecessarily. For example:

- At the major roundabout a cyclist would no longer be able to go straight through. Instead, they must negotiate *four* traffic lights just to get through one intersection!
- Instead of just monitoring cars, the cyclist now has to monitor inherently less-predictable pedestrians, and monitor very carefully the driveways of properties for potential unanticipated egress. This includes additional monitoring of pedestrians at many bus stops, where the bus shelter is separated from the bus by the cycle lane, so the pedestrians have to cross the lane to reach the bus, and the cyclists have to slow down and perhaps stop for pedestrians.
- Having areas where the cycleway is on only one side of the road increases the frequency with which cyclists have to cross a road in order to go the direction they want to go, and for some, that means now crossing in unregulated areas of the road when currently there is no need. For example, under the plan, if a cyclist comes out of Harris Crescent and wants to go west, they must check both Harewood Road and the cycleway to see that they are clear, then cross Harewood Road unregulated. In the case of a cyclist coming off Matsons Avenue wishing to go west, then they must stop, move slightly west, cross on a traffic light (thus interrupting traffic flow in two directions) and then go west on the north side of the street ("into" oncoming traffic). (Even if they want to turn east, they still have to first go *west* to the crossing, then cross, *then* go east.) Under the existing roadway, cyclists can simply turn left in both these cases without difficulty or interruption of traffic.
- The plan makes it more difficult to cross side roads and places bikes and cars going cross-directions in more frequent and much closer proximity to each other. For example, a cyclist going all the way from Papanui Road to the airport underpass, must cross a road or side-road 19 times under the plan, whereas it is currently only three times. At present, bikes do not have to slow down or stop on side roads because they are travelling on the roadway; under the new plan they would have to stop (or at least slow down considerably to negotiate the kerbing change) on side roads, and sometimes take a dogleg from the straight path. It also makes the right-of-way rule less clear cut (*cf.* the Harakeke St/Matai St West intersection, which has an unregulated two-way cycleway crossing what is otherwise a four-way stop), and significantly increases journey time for cyclists.
- The use of spaces jointly with pedestrians significantly reduces cycle speed and increases the risk of accidents, as outlined above.

The plan makes travel much more difficult for vehicles drivers by increasing congestion and having drivers become frustrated and blame cyclists for an inconvenient roadway. Every road user knows that the changes would be made exclusively for the "benefit" of cyclists (though I argue they are to the detriment of cyclists), so cyclists would be blamed. Increased frustration alone leads to poor judgement and choices. Examples of causes of increased frustration are likely to be:

- Increased potential for traffic to be backed up on the roundabout during times of heavy road use because there is a traffic signal at the *terminal* end of the roundabout for cycles to cross the road. By logic and convention, signal-controlled roundabouts have signals at the entry to the roundabout, not the exit, because the latter practice is unsafe and can cause traffic to be backed up through the intersection (as discussed above for the traffic lights in the middle of the intersection, which is even worse). Thus, the roundabout has lights on entry, in the middle and at exits. The problem is exacerbated by instances when people are trying to change lanes in the middle of the roundabout from the right to the left because they realise late that the RH lane does not go down Harewood Road and is a turn-only lane.
- Some side streets (e.g., Sails St and Chapel St) become only one-way at the terminal end, and others (Willow St) become blocked off completely. This would be hugely inconvenient for residents, and Chapel St is well used by Mitre 10 customers, though the plan would make that

impossible. It would also make it very inconvenient for the church users. In addition, it creates problems for Langdons Road users, which has much heavier road usage due to the expansion of the Northlink strip-mall, as it restricts their options to get off and on Langdons Road, as well as Harewood Road, thereby increasing congestion (and therefore frustration) at other intersections.

- Having nine traffic lights for vehicles to negotiate where there is currently only one, which hugely impedes the flow of traffic and *will* create congestion.
- Making bus stops in the middle of the lane (e.g., near Willow Street), forcing all traffic to halt until the bus continues, which can end up being a considerable time for a waiting vehicle if there are issues at the bus stop. This is a dangerous and poorly conceived practice.
- Forcing residents and their visitors to go through a three-stage process to exit a property—first the footpath (check for pedestrians), then the bike lane (check for bikes, scooters and e-bikes), then the road (check for all other vehicles) (or vice versa for entering the property).

The plan inconveniences residents. Every time I use Harewood Road, I see a great many cars parked along the roadway. A few, certainly, are associated with businesses such as Copenhagen Bakery, but the vast majority are only residential, or associated with the building/rebuilding of houses or other major works. Reducing the parking to, it seems, one space per property (and sometimes none), and restricting the time limits for what is left, will be a huge inconvenience for residents. This is especially so for residents on the north side of Harewood Road from Greers Road to Papanui Road, for whom there is *no* parking, including outside a retirement village. Thus, for example, if someone had even a small gathering of family for Christmas, where would they park, especially for any length of time? This problem is exacerbated by the fact that many properties have 2–3 houses on them, yet the parking is hugely reduced.

In the case of businesses, I note that the businesses were there first, and chose the location based on a variety of factors, including ease of access for customers. Therefore, the council should not then impose conditions on them that force a reduced income or force them from the property (unless it is prepared to recompense them or find alternatives). (A business-related problem is that the plan makes it more difficult for Mitre 10 customers, as outlined above because of changes to Chapel Street, *and* because the exit onto Harewood Road makes west-turning vehicles stop far from their required lane at a point both where visibility is reduced and the time needed for egress is increased. In order to exit safely, many will pull up and sit across the cycleway until their way is clear.)

Another issue for some residents is likely to be the shifting of bus stops, particularly the one outside Wesley Care. From what I've seen, that location has high bus usage because of the co-location of the two facilities opposite each other. Under the plan, one bus stop is removed down the road, and neither have an immediately adjacent crossing point. I would have thought it better to cater for the elderly by having the bus stops opposite each other, with one adjacent safe crossing instead of two that are some distance away.

The plan does not achieve the desired benefits. A great many benefits are ascribed to this cycleway, all in an effort to manipulate public opinion into acceptance. However, the linkage between this cycleway and the stated benefits is undefined, undescribed and highly unlikely (and arguably fanciful). In particular:

- It is stated that this plan is a “key part” of the city’s overall plan to reduce carbon emissions (greenhouse gases—GHG). That is either flawed thinking or a sad indictment on initiatives in the city’s plan. The creation of many more traffic signals where there is little to no existing congestion, and forcing vehicles to come to a halt behind bus stops in the middle of roads, all create times when traffic just sits generating GHG, and extends journey times significantly,

thus actually *increasing* emissions. Also, stopping and accelerating frequently results in much greater emissions than going at a steady speed. The only possible way it potentially could result in reduced emissions is if the cycleway resulted in fewer cars and more cycle activity, but that is unproven and highly doubtful. Statistically that would be nearly impossible to determine. For example, if motorised traffic reduced along Harewood Road, it would more likely be because people find the new corridor frustrating and therefore avoid it and find other ways to get where they need to be. If this is a key part of the city's plan to reduce emissions, then the city has no plan. There are surely other, much more significant opportunities to reduce emissions than plans such as this that are based on flawed assumptions.

- Similarly, this plan says that "Cycleways are a proven way to improve the health of a city, reduce congestion, build stronger local economies and reduce the long-term costs of infrastructure". As a cyclist I strongly dispute what are only generic, high-level benefits based on too many unproven assumptions, and I especially dispute the implication that those benefits can be ascribed to this one cycleway. *They are not proven for this cycleway and cannot be used as a manipulative argument to convince people that having this cycleway design is a good thing.* Aside from the fact that, strictly speaking, the benefits would logically appear to be the result of increased cycling *activity* in general (as opposed to the benefits of having a cycleway itself), they actually depend on a great many factors. Thus, it is highly unlikely that one cycleway can contribute to those goals in any measurable sense, and I certainly believe that the current design would not. For example, "build local economies" could hardly be ascribed directly to this cycleway, especially since it makes it more difficult for local businesses and significantly increases travel time for vehicles (with consequent economic cost of people's time), and makes it more difficult to access a major transport hub (the airport). Similarly, it is hard to say how the cycleway would result in "reduced long-term costs of infrastructure". If anything, the plan would result in *increased* infrastructure costs, with large areas that need repainting all the time, eight new traffic signals that need maintenance, more vegetative areas that must be maintained etc. Similarly, it is unclear how the plan results in reduced congestion, when, arguably, it would result in *more* congestion given the increase in traffic lights and poor light placement (e.g., in the middle of an intersection). The "apple pie" arguments about how having more cyclists make the world a better place cannot be ascribed to one cycleway, especially one such as this that is ill-conceived and poorly designed.

If the outcomes/benefits are to be realised, they actually require changed behaviour, not the presence of cycleways per se, and changing behaviour is poorly done by making life uncomfortable for people. In other words, positive incentives are better than penalties. In this case, all road users are penalised, but hindering travel will not cause any driver to think, "*I don't like driving down Harewood Road now ... perhaps I'll start cycling*"! Instead, they will just become more frustrated and annoyed with a council that makes their roads inconvenient and unsafe, and that actively hinders their movement from one part of the city to another.

Additional information

All the issues that have been identified in this submission are exacerbated by the increased use of e-bikes and electric scooters, so that, for example, the plan places pedestrians (elderly, children, animals etc.) in very close proximity to cycles and to motorised vehicles (e-bikes, scooters) going very fast. Pedestrians do not have rear-vision mirrors and can move in unpredictable ways. Getting cyclists to "ring a bell" as they approach does not solve the problem when so many pedestrians walk with their ears blocked as they listen to music or watch things on their phones, and it is irritating for a cyclist to be ringing a bell—sometimes continuously. Besides, forcing pedestrians to stop and look back for cyclists when they hear a bell (or jump because they suddenly hear a bell and think they are about to be run over) is immensely frustrating for someone just out for a walk, aside from the fact that it treats

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them like dogs to jump on demand. It is more sensible and safer for all motorised vehicles to use the same space, especially since e-bikes and scooters don't go that much slower than other road users. And if e-bikes and scooters use that space, then so, too, should bikes, for some cyclists (myself included) routinely bike faster than e-bikes and scooters.

It is stated that the cycleway is different from other cycleways and is designed to "cater to people who don't feel comfortable riding on the road". It is illogical to change a major transport corridor just because of a very small minority who "don't feel comfortable". It is better to cater to those people by making cycle networks that use other roads with little other traffic, or make other cycleways that do not make use of any road at all. For example, the Northern Corridor "cycleway", adjacent to the motorway extension, is excellent and welcome for cyclists, particularly for those not comfortable riding on the road, because it is completely separate from the road and very rarely used by pedestrians. If there were more cycleways like that, then that would be a vastly superior way of catering to a group of uncomfortable people, rather than trying to retrofit existing roads for the sake of a very small minority.

The plan prioritises bicycles over cars, yet Harewood Road is one of only two major routes to the airport from inside the city (not counting going *around* the city). Bicycles are not used for transportation to the airport for travellers taking flights; nor are they generally used to go shopping or transact other business in the airport precinct. Therefore, this cycleway would almost exclusively be used for recreation. While the plan states that it caters for people who work at the airport precinct who wish to bike for their commute, they could only ever be a minor user of that corridor compared to travellers and users of the precinct services. (In any case, they can already commute by bike.) Therefore, this plan prioritises gentle recreation of a very few people over transport for other purposes in a *major economic arterial* route in the city. This is planning at its worst.

Overall, this plan represents a great deal of money for little return. There is no accompanying benefit: cost analysis (or at least no published one) to demonstrate (a) the exact issues with the current form of the road and the scale of those issues, (b) the extent to which the proposed plan would ameliorate those issues, and (c) exactly how the plan is significantly better than other options.

In fact, there are other options that could and should be considered instead of this plan. For example, if reducing the roadway to one lane was going to be an option anyway, then do so, and make the RH lane wider for vehicular traffic (thereby making it safer and improving flow), while still allowing a generous cycleway between it and parked cars, separated by a painted line and rumble strips/bumps (as on the open road) (and don't put in more traffic lights). This ensures that vehicles always have a long line-of-sight to bicycles (and e-bikes) ahead of them, and the rumble strips make them aware of when they cross into a cycle space, in which case they can quickly take corrective action. This is a very cheap option indeed, yet it would significantly increase safety over the current arrangement without making the roadway complex. Risk can never be eliminated, and there are drivers that will always be a problem regardless of design (e.g., bus drivers), just as there will be problematic cyclists, and problematic pedestrians, but at least having a simpler roadway, with greater room for each user, would be an excellent start.

I have been to cities in Europe where cycleways have been established and work well, but in each case, they are in areas that were designed that way before the city or area was built. Interestingly, in the many new areas in the Christchurch/Canterbury region, there seem to be no areas in which cycleways are specifically designed *independent* of roadways (i.e., a cycle network that is different from the road network). Instead, they are still placed as part of existing or new roads, with the more "imaginative" planners forcing cycles onto a shared footpath (with all the added dangers mentioned above). This demonstrates the limited, naïve and superficial thinking that has gone into the whole issue of bicycles and their place in this city. It is, in fact, exceedingly difficult to retrofit cycleways into existing roadways

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in such as way that the roadway does not become complex and frustrating for ALL concerned unless it is kept very simple. This plan does not meet any of the criteria that I would think make for a successful cycleway.

Note that nothing of what I have said above is new. The comments are entirely based on things I have experienced alternately as a cyclist, pedestrian and driver in other areas of the city where the council has applied similar or identical concepts as this plan. As I indicated at the beginning, the issues identified in this submission are why I avoid those areas of the city as much as possible, no matter what form of transport I take. It is why I avoid the central city *entirely* unless I have to be there.

I would like the option of speaking to the Hearings Panel about my submission.

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Attachment D

Submission Number	Please provide any feedback you have on the proposed design	First name	Last name	Group/Organisation
37539 (Att)	Please see attachment below	Dennis	Rea	Golden Age Retirement Village Residents Committee

Wheels to Wings – Papanui ki Waiwhetū Major Cycleway

Submission from the residents of Golden Age Villas, situated in Chapel Street, Sails Street and Hoani Street.

Golden Age Healthcare Group operates three rest homes on Harewood Road with up to 134 residents in care and 48 residents in 36 Villas and on the opposite side of the road is Wesley Care which operates a hospital facility .

Areas of concern:

- A. Removal of parking in front of Golden Age, Camelia and Albarosa rest homes.** This will cause problems for both staff and visitors of the rest homes. Some of the visitors are elderly. It will mean that more vehicles will be using Chapel, Sails and Hoani Street to park. These streets are already overloaded.
- B. Changing Chapel Street to entry only and Sails Street to exit only.** The major concern here is that the traffic flow into Chapel Street will dramatically increase. There had already been a large increase with the opening of Northlink. There will also be an increase in traffic from Sails Street with a right turn into Harewood Rd becoming exceedingly difficult. Some traffic down both streets travel at dangerous speeds.
- C. Pedestrians.** The residents presently walk on the streets around the facilities for necessary exercise, a large proportion using walkers. This will become increasingly more difficult with the proposed changes.
- D. Visitors, ambulances and couriers etc.** There are numerous vehicles, including ambulances, tradesmen, taxis, couriers and food deliveries that enter the complex regularly. These changes will make it far more difficult for them. Visitors to residents, some of them also elderly, will also find it challenging.

Related concern – Traffic flow from Chapel Street into Langdons Road.

Since the opening of Northlink Shopping Centre traffic has increased markedly in the general area and specifically on Langdons Road. It is just about impossible to turn right from both Chapel and Sails street into Langdons Road.

Another major problem is crossing Langdons Road on foot. It is virtually impossible for elderly persons to cross. A controlled crossing is desperately needed before someone is seriously injured.

Golden Age Retirement Village Residents Committee

Dennis Rea (Chairperson)

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Attachment D

Submission Number	Please provide any feedback you have on the proposed design	First name	Last name	Group/Organisation
38785/42609 (Att)	<p>I am submitting in strong opposition to the proposed design of the Wheels to Wings Cycleway. While I support and am enthusiastic about the principle of cycleways and Ōtautahi becoming a cycle city again.</p> <p>The proposal is incoherent, hap-hazardly designed, and appears as if the Christchurch City Council has a policy of 'good enough' towards cycle infrastructure, which is unacceptable in my eyes as it does not promote cycling as much as it could, continues to irritate the irate anti-cycling brigade who are very vocal in Christchurch, and ignores a massive opportunity that could catapult Christchurch ahead of other New Zealand cities in terms of liveability. If the money is being spent, it should be spent on nothing but the best quality infrastructure, and this is definitely not that.</p> <p>My first and most serious objection is to the near complete lack of physical protection from left-turning vehicles at almost every intersection along the route. The design of intersections should force cyclists and drivers to cross at a 90-degree angle to increase safety and visibility (reducing the need for shoulder-checking).</p> <p>The importance of eye contact has been identified by the CCC previously (CERA et al., 2015, p. 33). Every intersection where this is not implemented is placing cyclists at risk of foreseeable accidents, the type which separated cycleways exist to prevent. This fails to meet the New Zealand Government's Vision Zero principles 01; "We promote good choices but plan for mistakes", and 02; "We design for human vulnerability" (2019, p. 4).</p> <p>At Sails St the cycleway is setback from the road, which is good, but perhaps less important as the road is exit only and drivers cross perpendicular to cyclists already. On Chapel St (and every other intersection with left turning cars along Harewood Rd) there is no setback, despite left-turning vehicles having killed cyclists in Christchurch in the past. The proposed separated design does nothing to prevent this happening again.</p> <p>I note that throughout the proposed design provision is still made for on-street cycleways, which clearly signals that those behind this design know some cyclists will chose not to use it. It astounds me that this is considered acceptable. Cyclists in this design are impeded by the constant need to change sides, but also the fact that priority is given to cars coming out of some side streets. Cyclists traveling on a main road should never have to yield to vehicles leaving or entering minor side streets, especially as if they were to cycle less than metre to one side in car lanes they would have right of way.</p> <p>This brings me to the Bishopdale Roundabout, which looks like a dog's breakfast to put it lightly. Forcing a cyclist to cross at no less than 4 separate traffic lights to go straight on Harewood Road is ridiculous (although going back to my last point many will choose not to). I would hope the Council's designers have knowledge of the phenomena of 'desire lines' given their importance to urban design, however I would question that entirely given the context. Attached you will find a redesign of the proposal that I put together in a few hours. It is significantly less complicated and more intuitive than the current proposal, the existing road layout is maintained (no lanes added or removed), and there is no need for traffic lights.</p> <p>Full physical protection/separation is also provided everywhere, without the need for shared paths on the main route. The main route is changed to a bi-directional cycleway for simplicity and coherence, this would also only require altering one side of Harewood Road.</p> <p>Perhaps the only element of this plan I support is reducing parts of Harewood Road (Between Bishopdale Mall & Nunweek Park) to a single lane, as two lanes seem unnecessary here.</p> <p>On this topic the inclusion of carparking on the inner-median outside 227 Harewood road is another mind-bogglingly ridiculous idea, especially given there are no allowances made for pedestrian access and the road widens to two lanes for the roundabout immediately after.</p> <p>While I could critique the entire design in detail because it is so fundamentally flawed, I believe I should have highlighted the basic and incredibly important areas where the proposed design falls very, very short. It is worrying to me that professionals are pushing such sub-par pieces of infrastructure as safe and innovative when that is so far from the truth. Good enough is not an acceptable position to take on important and costly infrastructure.</p> <p>CERA, Christchurch Central Development Unit, & Christchurch City Council. (2015). Christchurch Central Streets & Spaces Design Guide: Technical Guidance. Canterbury Earthquake Recovery Agency (CERA). https://ccc.govt.nz/assets/Documents/The-Rebuild/Strategic-Plans/StreetsAndSpacesDesignGuideTechnical.pdf</p> <p>New Zealand Government. (2019). Road to Zero: Action plan 2020-2022. New Zealand Government. https://www.transport.govt.nz/assets/Import/Uploads/Our-</p>	Joshua	Campbell-Tie	

	<p>Work/Documents/Road-to-Zero-Action-Plan_Final.pdf</p> <p>42609 – Second Engagement Feedback I would have preferred to see more prioritisation of cyclists in the design. I feel more effort has been put into making the design user-friendly for vehicles (particularly regarding carparking) which inherently has a negative outcome for cyclists.</p> <p>I have a number of concerns with the design however the following are my main ones:</p> <ul style="list-style-type: none">- Removal of physical protection of cycleways in the lead up to intersections leaves cyclists vulnerable to left turning drivers forgetting/neglecting to check blind spots. It also encourages vehicles to turn the corner faster due to a shallower curve. Many of these side streets will not see regular truck traffic which would allow tighter corners to slow cars.- Cyclists travelling on a priority route should have priority over vehicles accessing side streets. Not doing this may encourage cycling on the road as that would save time and effort on behalf of the cyclist. On a side note I support the design changes to the intersection at Stanleys Rd, this would be one area where cyclist priority could improve user-friendliness further.- I worry that the proposed route through the Bishopdale Roundabout is convoluted and makes it more complicated to cycle through the intersection than to drive. Cyclists must cross the road four times to travel city bound, whereas vehicles only need to cross two traffic lights. This encourages cycling on the road as it would be easier and importantly faster to cycle through the intersection and re-join the cycleway after the roundabout.- The cycleways end at major intersections and merge onto the footpath. Improving this could be done by making the two (cycleway and footpath) clearly discernible from each other, which could also enhance continuity of the cycleway typologies. <p>As detailed in the above concerns I would be appreciative of design tweaks that improve general user-friendliness for cyclists. The recent increases of cyclist numbers in Christchurch are a justification for improving cycle infrastructure and to continue in making Christchurch a national leader in the field.</p>			
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Attachment D

Submission Number	Please provide any feedback you have on the proposed design	First name	Last name	Group/Organisation
38928	Please refer to attached letter. - Note that the plan referred to as Attachment C will be sent through separately due to the size of the file.	Carl	Shaw	Charity Hospital

Submission #38928



Office: Level 1, 30C Southwark Street, Christchurch
Mail: PO Box 10318, Christchurch, 8145
Phone: [REDACTED]

CCC Major Cycle Routes – Delivery Team,
Christchurch City Council,
PO Box 73012,
Christchurch 8154

Via the 'Have Your Say' submission webpage.

15th March 2021

To Tara King (Senior Engagement Advisor - Engagement Team),

RE: SUBMISSION IN RELATION TO WHEELS TO WINGS - PAPANUI KI WAIWHETU MAJOR CYCLEWAY DESIGN

This is a submission to provide feedback on the Wheels to Wings – Papanui ki Whaiwhetū Major Cycleway. It has been prepared on behalf of the Canterbury Charity Hospital Trust (CCH), which is located at 349, 351 and 353 Harewood Road, Bishopdale. The CCH has been located on the site since 2007 and contains a range of day surgery facilities and medical clinics. CCH is a notable generator of traffic, with the comings and goings of both staff, patients, and visitors and suppliers. Pedestrian and vehicle access is directly from Harewood Road via two main driveways. The CCH site and adjacent land owned by CCH is shown in red in the image on the following page.

This submission primarily relates to the design proposal for the cycleway to the west of the Bishopdale roundabout. In summary, the concept design put forward by the Council for public consultation involves reducing Harewood Road from two lanes in each direction to one lane in each direction, with a separated cycleway down each side, and signalling key intersections such as at Harewood/Gardiners/Breens and at the Bishopdale roundabout.

Urbis has been engaged by CCH to prepare this submission on their behalf. Urbis is a resource management and traffic engineering consultancy and has had similar experience advising residents and business owners on the detailed design of the Heathcote Expressway Major Cycleway along Ferry Road. Urbis has been engaged by CCH to investigate alternative design solutions which seek to resolve their concerns. Three alternative designs are presented further below.

CCH generally supports the Wheels to Wings – Papanui ki Whaiwhetū Major Cycleway in principle - the concept presents a good opportunity for improved connectivity to major land uses in the area, while at the same time addressing some existing road safety issues. However, CCH has a range of concerns about its design, particularly outside their site. These concerns will be outlined below.



General Design Concerns regarding the Overall Cycleway

CCH has the following general concerns about the overall cycleway proposal including:

- Significant loss of on-street car parking;
- Significant safety concerns regarding visibility of cyclists on a lane that is located behind the on-street parking lane (a known safety concern with the St Asaph Street design that the Council proposal essentially replicates);
- Removal of street trees;
- Construction effects on what is a critical community service;
- Traffic congestion at key intersections, and;
- Long term effects on what is a critical community service.

Site-Specific Design Concerns

CCH also has the following concerns about the cycleway design which specifically relate to their site:

- Safe access for people and vehicles into and out of the hospital site. The vehicles range from private cars, to ambulances (which need clear access to the emergency pick-up point) and fire engines, to supply vehicles (and in particular the gas delivery truck);
- Some carers will choose to pick up patients from the street rather than within the site, and patients can be physically and cognitively impaired following procedures. There is concern relating to the trip hazard caused by the kerbing either side of the cycleway;
- Potential for conflict between vehicles entering or exiting the site, and cyclists travelling west along the proposed cycleway;
- Future access to 355 Harewood Road where the hospital will potentially be expanding.

Suggested Alternate Design Solutions

Urbis, in conjunction with Bill Greenwood and Brian Neill (both retired traffic design engineers with significant experience during prior employment with the Council and the NZTA), has investigated three alternative designs for the section the proposed cycleway between Trafford Street and the Bishopdale roundabout which partially or wholly address the issues outlined above and are all preferable over the Council's concept design:

1. **A two-way cycleway along the northern side of Harewood Road**

A typical cross section for this design option is provided as **Attachment A**. This design option keeps the cycleway away from affected land uses that are high traffic generators such as the Bishopdale Mall, the Charity Hospital and Copenhagen Bakery but would directly affect safe site access to other high traffic generating land uses on the northern side of Harewood Road such as Caltex and, to a lesser extent, Cotswold School and Emmanuel School (both of which are more distant). The 'northern' option will also have a dramatic effect on available on-street parking supply along the northern side of the road, as well as design issues connecting to the western end of the Bishopdale roundabout, and design issues connecting to Nunweek Park to the west. More detailed design of this option has not been pursued.

2. **A two-way cycleway down the central median of Harewood Road**

A typical cross section for this design option is provided as **Attachment B**. This design option avoids removing on-street car parks on both sides of Harewood Road and would avoid multiple site access

issues. However, this would require the removal of many of the trees that provide visual amenity and contribute to the character of Harewood Road as an avenue. The central median is not quite wide enough to accommodate the cycleway and would therefore require narrowing the vehicle lanes. Furthermore, turn restrictions would also need to be imposed at multiple intersections along the route. More detailed design of this option has not been pursued.

3. **A two-way cycleway along the southern side of the central median of Harewood Road (in what is currently the northern west-bound lane):**

The two east-bound lanes along the northern side of the road would become one lane in either direction for through traffic (retaining the road's arterial function). The left-hand west-bound lane would effectively become a 'local road' providing access to properties and on-street car parks located along the southern side of the road. A concept layout for this design option is presented as **Attachment C**. The overall concept is similar to:

- Linwood Avenue between Hargood Street and St Johns Street, and also outside Linwood Avenue School;
- Blenheim Road to the west of Matipo Street, and;
- Northcote Road west of the railway line.

Key design improvements over the Council design option are (east to west);

- The signalised crossing at the western end of the roundabout is relocated to Bishopdale Court, which is then signalised to safely provide for Mall generated turn movements, and the cycleway is removed from the Caltex frontage;
- West of the Bishopdale Court intersection, the westbound traffic lanes are merged into a single westbound lane and deviated to the northern side of the existing central median.
- The two existing westbound lanes, are deleted in favour of a single westbound traffic lane, with a 2-way cycleway located along the southern side of the existing central median. The northern side of the median retains an arterial road status, and the southern side could operate as a local road with a reduced speed limit (say 30-40km/h).
- The cycleway is located on the right-hand side of a westbound motorist and will never have their visibility obscured by parked cars;
- The majority of on-street parking past Bishopdale park is retained, and would now be located within the lower speed environment.

- Westbound bus stops are able to be located within a lower speed environment;
- Right turn facilities and pedestrian crossing facilities are provided at the Cotswold Avenue intersection;
- The size of the Leacroft Street and Trafford Street intersections are significantly reduced offering significant pedestrian safety benefits.
- The vehicle vs. cyclist and pedestrian vs. cyclist conflict issues at the CCH driveways are eliminated (noting similar benefits for the same safety concerns at the nearby Copenhagen Bakery);
- The size of the Harewood/Breens/Gardiners intersection is significantly reduced offering network capacity benefits (through shorter crossing times and geometric delay issues) and significant pedestrian safety benefits.

Option 3 is the option preferred by CCH as it is considered to best resolve the concerns of the Trust.

Presentation of Submission

The Canterbury Charity Hospital Trust wishes to be heard in support of its submission at the upcoming hearing.

Yours sincerely,



Callum Ross
Planner
URBIS TPD LIMITED

Urbis TPD Limited
Level 1, 30 Southwark Street,
Christchurch 8145

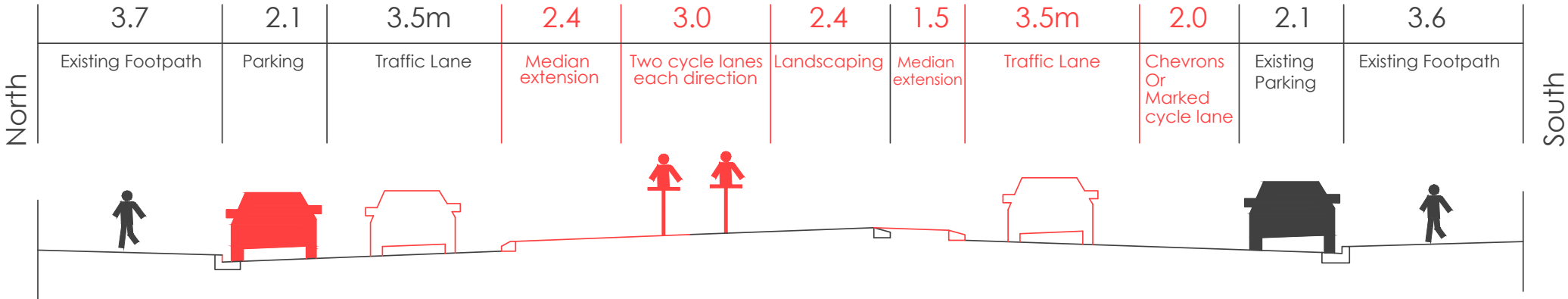


Rev	Date	Description
V1	03/03/2021	Cross section - Option 2

General Notes

Sourced from:
Christchurch City Council
Sheet 7

Date:	03/03/2021
Drawn by:	Nikita Arya
Checked by:	Ray Edwards
Scale:	Not to scale
Sheet:	2 of 2
Job No.:	351014



Harewood Road Cycleway - Cross Section - Option 2 - Two lanes in the middle of the road

Submission #38928

Urbis TPD Limited
Level 1, 30 Southwark Street,
Christchurch 8145

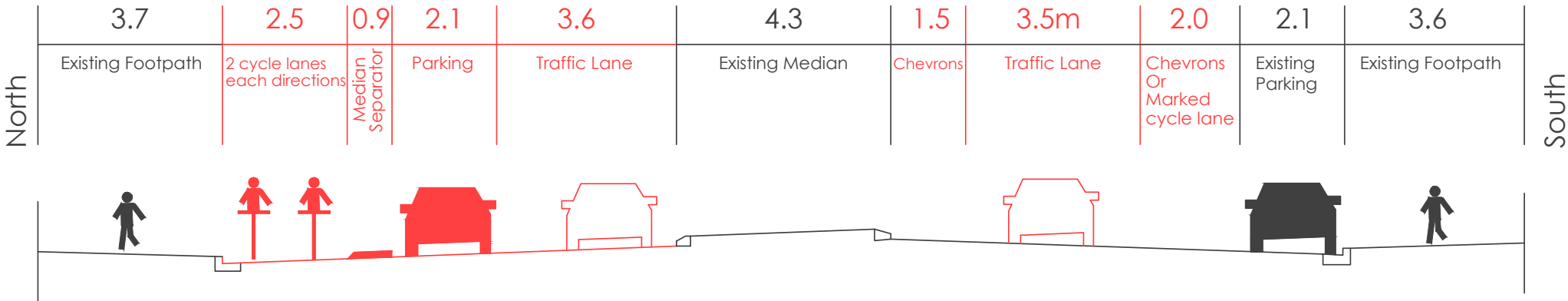


Rev	Date	Description
V1	02/03/2021	Cross section - Option 1

General Notes

Sourced from:
Christchurch City Council
Sheet 7

Date:	02/03/2021
Drawn by:	Nikita Arya
Checked by:	Ray Edwards
Scale:	Not to scale
Sheet:	1 of 2
Job No.:	351014



Harewood Road Cycleway - Cross Section - Option 1 - Two lanes on the northern side of the road

Submission Number	Please provide any feedback you have on the proposed design	First name	Last name	Group/Organisation
37903	No Feedback or attachments	BalvantKumar	Shivlal	
38957	<p>Tena koutou,</p> <p>I firstly, would like to say that I am so pleased to see that the Wheels to Wings- Papanui ki Waiwhetū cycleway is one step closer to completion. I have lived near Harewood Road for coming up 9 years and now living on Cotswold Ave with my own young family. I use Harewood Road for my daily commute to work and can't wait for the safety of the new cycleway project. The Wheels to Wings- Papanui ki Waiwhetū cycleway will be an asset to our community. It will provide me with a safer cycle route to work. In the future it will provide a safer cycle route for my children attending school, tertiary education and work.</p> <p>Below are my comments on the design.</p> <ol style="list-style-type: none"> 1. Sheet 4- I am pleased to see traffic signals going in at Wooldridge Road. As to often I see cars turning right out of Wooldridge Road into a gap that is too small. 2. Sheet 5- Having the cycleway separated from the footpath here is a good idea, as the existing footpath is very close to the houses and driveways. 3. Sheet 6 and 7- I feel the new signalised cycle and pedestrian crossing should not be positioned to the west of Nunweek Blvd and that the cycleway should not split to each side of the road here. Rather I feel that this crossing and splitting of the cycleway should be moved to nearer the intersections of Crofton Road and Trafford Street. As this will enable more people living in Nunweek Blvd, Crofton Road and Trafford Street to cross safely. It will also provide a safe crossing point for the Trafford Street shops. 4. Sheet 10- I frequently cross Harewood Road (3-5 days a week both ways on a walk with children) at the crossing point to the west of Leacroft Street. It is currently a difficult crossing due to the crossing point located in the middle of the bus stops and I see this is to continue in the future. It is difficult as frequently the buses are parked here, and you cannot cross till they move. Also, when I am waiting to cross the road, approaching buses often think you want the bus. Thus, meaning they slow down and still often stop despite me standing clearly back from the road. This causes frustration for the bus drivers as I can see it in their facial reactions. I would like to see a dedicated pedestrian crossing point put in this area for the safety of everyone. 5. Sheet 11- Well to be honest, I do not know what the solution is here. As a commuter cyclist there is too many traffic signals. I can honestly say that I will choose to stay on the road through this horrific roundabout, unless the traffic signal sequencing is amazing. As if the signals are too slow, I will not use them on my commutes. I would however use them when cycling with my children. I would like to see the existing cycle lane stay on the road through this roundabout to provide some safety to cyclists that choose to stay on the road here. 6. Sheet 17- I look forward to seeing the signalised crossing going in beside the railway. This is already difficult to cross from the north side of Harewood road to access the Northern Line MCR. Also putting in gated railway crossings is a great plan. <p>Thank you for the detailed consultation plan and the information sessions. I look forward to seeing the building of the Wheels to Wings- Papanui ki Waiwhetū cycleway soon.</p> <p>Ngā mihi,</p> <p>Philip Straver</p>	Philip	Straver	
38956	I want to ride on this with my Mum, Dad and sister. I like riding my bike, but can't ride on the road yet. Mum and Dad say cycleways help to keep me safe. We drive to some of them in Christchurch and then go biking together.		withheld due to age	
38949	<p>Tena koutou,</p> <p>I firstly would like to say that I am so pleased to see that the Wheels to Wings- Papanui ki Waiwhetū cycleway is one step closer to completion. I have lived near Harewood Road for the majority of my life, growing up in St James Avenue and now living in Cotswold Ave with my own young family. I watched the cycleway along side the railway be built and as soon as it was completed, I was able to cycle to and from school on it. Once I finished school I headed off to tertiary education and continued to use this cycleway, as I still do to this current day for my daily commute to work. The Wheels to Wings- Papanui ki Waiwhetū cycleway will be an asset to</p>	Sally-Jane Lewington	Lewington	

	<p>our community. It will provide me with a safer cycle route to work. In the future it will provide a safer cycle route for my children attending school, tertiary education and work.</p> <p>Below are my comments on the design.</p> <p>1. Sheet 4- I am pleased to see traffic signals going in at Wooldridge Road. As to often I see cars turning right out of Wooldridge Road into a gap that is too small.</p> <p>2. Sheet 5- Having the cycleway separated from the footpath here is a good idea, as the existing footpath is very close to the houses and driveways.</p> <p>3. Sheet 6 and 7- I feel the new signalised cycle and pedestrian crossing should not be positioned to the west of Nunweek Blvd and that the cycleway should not split to each side of the road here. Rather I feel that this crossing and splitting of the cycleway should be moved to nearer the intersections of Crofton Road and Trafford Street. As this will enable more people living in Nunweek Blvd, Crofton Road and Trafford Street to cross safely. It will also provide a safe crossing point for the Trafford Street shops.</p> <p>4. Sheet 10- I frequently cross Harewood Road (3-5 days a week both ways on a walk with children) at the crossing point to the west of Leacroft Street. It is currently a difficult crossing due to the crossing point located in the middle of the bus stops and I see this is to continue in the future. It is difficult as frequently the buses are parked here, and you cannot cross till they move. Also, when I am waiting to cross the road, approaching buses often think you want the bus. Thus, meaning they slow down and still often stop despite me standing clearly back from the road. This causes frustration for the bus drivers as I can see it in their facial reactions.</p> <p>5. Sheet 11- Well to be honest, I do not know what the solution is here. As a commuter cyclist there is too many traffic signals. I can honestly say that I will choose to stay on the road through this horrific roundabout, unless the traffic signal sequencing is amazing. As if the signals are too slow, I will not use them on my commutes. I would however use them when cycling with my children. I would like to see the existing cycle lane stay on the road through this roundabout to provide some safety to cyclists that choose to stay on the road here.</p> <p>6. Sheet 17- I look forward to seeing the signalised crossing going in beside the railway. This is already difficult to cross from the north side of Harewood road to access the Northern Line MCR. Also putting in gated railway crossings is a great plan; I have seen way too many near misses here since I was a teenager.</p> <p>Thank you for the detailed consultation plan and the information sessions. I look forward to seeing the building of the Wheels to Wings- Papanui ki Waiwhetū cycleway soon.</p> <p>Ngā mihi,</p> <p>Sally-Jane Lewington</p>			
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Submissions received on Wheels to Wings Major Cycle Route
No Longer Speaking

Submission Number	Feedback	First name	Last name	Group/Organisation
39001	<p>We would like to comment on two point of your proposal.</p> <p>1. A pathway on an island on a very busy roundabout is not an attractive thought. No one will use it. PLEASE delete the pathway and leave the mature trees where they are. Every mature tree in the world is now precious.</p> <p>2. Harewood Road is a main route to the airport. It is difficult to imagine how one meets or delivers people to the airport on a bicycle!! Has this really been considered?</p>	Peter and Trish	Tucker	
38865	<p>Completing the Wheels to Wings MCR is a critical section for the cycleway network.</p> <p>1. The work proposed will improve the safety for all road users, and especially for pedestrians and cyclists.</p> <p>- Installing traffic lights at the Bishopdale roundabout and Harewood/Gardiners/Breens intersection are safety works that are achieved ahead of schedule because of the MCR</p> <p>- Providing safe access for children to walk or cycle to school reduces a family's dependency on the car and improves the physical and mental health of the children.</p> <p>2. I frequently use many of the existing MCRs both for recreation and as routes to specific destinations. Wheels to Wings would provide a safe route for me to get from Somerfield to the McLeans Island recreation area via the Northern Line MCR - which is much safer than using Harewood Rd without the MCR or the Yaldhurst Road/Pound Rd alternative. It would also provide links to the Northern Corridor cycle way to add to the recreational routes available to me.</p> <p>3. By providing safe access on Harewood Road for cyclists and predestrians the patronage at retail stores such as the Copenhagen Bakery should increase.</p> <p>4. I am sure that the issues raised through the consultation can be mitigated through changes to the design to provide access to the Charity hospital and other critical destinations</p>	Chrissie	Williams	
38391	<p>INTRODUCTION</p> <p>1. This feedback is made by Orion New Zealand Limited (Orion) on the Christchurch City Council's (the Council's) plans for improved cycling facilities as part of the Wheels to Wings – Papanui ki Waiwhetū Major Cycleway project (the Cycleway). Orion has reviewed the consultation documents, including the route descriptions, proposed upgrades and intersection changes.</p> <p>2. This feedback relates to all aspects of the proposal.</p> <p>STATEMENT OF INTEREST AND BACKGROUND</p> <p>3. Orion owns and operates the electricity distribution network covering approximately 8000 square kilometres across Christchurch and central Canterbury between the Waimakariri and Rakaia Rivers.</p> <p>4. Christchurch City Holdings Limited (owned by the Christchurch City Council) owns 89% of Orion and the Selwyn District Council owns the other 11%.</p> <p>5. Orion distributes electricity from the national grid (owned and operated by Transpower) to service approximately 204,000 homes and businesses, and plays a central role in the electricity industry providing both essential support and lifeline services for the electricity market and critical infrastructure.</p>	Darryl	Millar	Orion

Submissions received on Wheels to Wings Major Cycle Route

No Longer Speaking

	<p>6. Broadly, Orion's electricity distribution network comprises underground cables, overhead lines, substations/transformers/kiosks, electricity structures (poles/pylons, earth rods and associated buildings) and access tracks. Orion is responsible for the installation, maintenance, repair and upgrade of the electricity network.</p> <p>FEEDBACK ON THE PROPOSALS</p> <p>7. Orion is not opposed to the cycleway proposal in principle. Rather, Orion has two primary concerns that require further engagement with the Christchurch City Council, and potential cycleway design amendments, to ensure that proposal does not adversely impact on existing strategic infrastructure that exists within the project area. The two concerns are:</p> <ul style="list-style-type: none">• Issue One – Direct impacts <p>Orion is concerned that aspects of the proposal may have direct impacts on its existing above ground and below ground infrastructure. In particular, Orion highlights that the current design for the Cycleway appears to include lane separation devices and kerb & channel that are potentially in direct conflict with underground cables that run along Harewood Road – including the existing 66kV cable and connects the Waimakariri and Papanui Zone substations. This cable plays a critical role in providing power to Northern and Central parts of Christchurch City. The placement of land separation devices and kerb / channel in conflict with underground cables significantly inhibits Orion's ability to service, maintain and repair these assets.</p> <p>There is also a range of other infrastructure (which is broadly described in paragraph 6 above) that is potentially adversely affected by the Project. Orion's concerns with regard to this infrastructure arise from the placement of kerbs, channels, lane separators, tree species selection and location, and from earthworks and excavations associated with the construction and operation of the Cycleway. The designs released with the consultant material are not sufficiently detailed for Orion to make a judgement on exactly where - or exhaustively list - all conflicts with Orion infrastructure. It is critical, therefore, that Orion is included in the design and approval process as the Cycleway project progresses.</p> <ul style="list-style-type: none">• Issue Two – Accessibility <p>Orion has highlighted in past consultation programmes associated with the Major Cycleway programme a concern that the design and layout of cycleways can directly impact on its ability to access infrastructure for repair, operational and maintenance purposes. Orion has similar concerns with respect to this Cycleway proposal. This is particularly so for roadside cabinets and substations along Harewood Road, where motor vehicle access and/or street side car parking is to be restricted. Orion appreciates that vehicle access and parking around its infrastructure will change from time to time as the region grows and develops. However, it is essential that changes do not unduly restrict access to lifeline utilities such as those associated with electricity distribution and supply.</p> <p>8. Orion is confident that ongoing dialogue with the Council through the design phase can assist in alleviating the impact of the cycleway on its infrastructure. Accordingly, it is requested that the Council actively engage with Orion during the ongoing development of this project.</p>			
38302	<p>I would strongly support the installation of traffic signals at the Harewood-Gardiners-Breens Road intersection. A signalised intersection would considerably improve traffic safety at this location. I drive my teenage daughter to her after-school job regularly through this intersection and have witnessed risky driver behaviour on a number of occasions - examples include: "rat running" through side streets, drivers undertaking u-turns opposite Copenhagen Bakery to avoid waiting to cross the intersection en route to Northwood, hesitant drivers stopping completely in the middle of the intersection (including on more than one occasion families that I have followed behind who were heading to Willowbank and seemed to be unfamiliar with the area), pedestrians standing between queued vehicles, drivers pausing as they make their way across the intersection, risk left hand turns when visibility is obscured by a second queueing vehicle, drivers on Harewood Road changing lanes as they approach the intersection and travelling at speed as they head in the direction of the airport which in turn affects the judgment calls being made by drivers waiting to cross the road. There have been several close calls. The school bus accident that occurred on 2 March 2021 comes as no surprise to me. I am concerned about how my daughter will navigate this dangerous intersection once she obtains her learners and then her restricted licence. Even under my supervision, it will be risky for her. The installation of signals will deliver a much improved design solution and needs to be funded and implemented without delay.</p> <p>I also support the cycleway and other road improvements along Harewood Road, in particular the planned improvements to the Bishopdale roundabout.</p>	Jen	Crawford	

Submissions received on Wheels to Wings Major Cycle Route, February 2021

ID	Feedback	First name	Last name	Group/Organisation
38168/42498	<p>Design Feedback</p> <p>That the proposed cycleway design include greater integration with the adjacent Bishopdale Shopping centre car park</p> <p>Foodstuffs supports the improved accessibility for pedestrians and cyclists to safely and more easily frequent the Bishopdale shopping centre and Bishopdale New World.</p> <p>Foodstuffs and Bishopdale New World have been working with Council for some time now on an improved and integrated Council carpark design to create greater efficiencies, amenity and safety as well as an overall more functional and modern car park design. The proposed cycleway link to the Bishopdale Mall car park has a poor footpath link which requires immediate releveling and civil works. Dangerous Council trees surrounding the cycleway require immediate removal and civil works need to support the essential service function of the New World operation and car park.</p> <p>Removal of gum trees adjacent to cycle link / pedestrian walkway and access way to Bishopdale New World</p> <p>To ensure the health and safety of cycleway and footpath users this submission seeks that the gum trees located along either side of the pathway adjacent to the Harewood Road traffic light entrance to the Bishopdale Mall car park be removed.</p> <p>Clear visibility splays for New World delivery vehicles entering/exiting across the cycle lane on Harewood Road</p> <p>To ensure the continued health and safety of delivery drivers as they enter and exit across the proposed cycle lane at the Harewood Road entrance that this submission seeks that vegetation on each corner splay be substantially removed to ensure unimpeded visibility across the cycle lane and onto Harewood Road.</p> <p>Civil improvement works to the Council footpath as it enters into the Council carpark from the cycle lane access to the New World supermarket – Harewood Road</p> <p>This submission seeks that the footpath linking the cycleway to the Bishopdale Mall carpark be relevelled to reduce the risk of users and cyclists tripping on uneven surfaces. The current condition of the footpath is of poor quality and very dangerous.</p> <p>Civil works proposed at the entry to the New World delivery access – Harewood Road</p> <p>It is our understanding that Council proposes to install a raised vehicle platform within the access way to the delivery area of new World that fronts to Harewood Road. This submission seeks that Council ensure that queue distances are designed in accordance with the District Plan and that the platform does not adversely affect, distract, or interrupt the ability for truck and trailer units to enter and exit the site.</p> <p>42498 – Second Engagement Feedback</p> <p>Foodstuffs South Island Limited and Bishopdale New World support proposed Concept Option 3. This is by far the safest and most practical option for tens of thousands of customers who utilise this accessway every week as well as the large amount of heavy vehicles delivering to the New World and surrounding retail precinct and community areas. The installation of traffic lights ensures that the cycleway remains safe, provides greater visual distancing and ensures safety risks are reduced. Foodstuffs seeks that Concept 3 form part of the overall design and is the only concept for this accessway. All other concept options are unsafe and unsupported.</p>	Rebecca	Parish	Foodstuffs SI Ltd

Submissions received on Wheels to Wings Major Cycle Route
No Longer Speaking

Submission Number	Feedback	First name	Last name	Group/Organisation
38178	<p>I cycle every day to work from Somerfield to the airport, this cycle lane will make my trip much safer. I have been knocked off several times and had numerous close calls - all of which have been once I left the safety of the bike path by the railway at Bligh's road. So from experience I know a painted bike lane just doesn't give any protection, physical separation is the only safe design.</p> <p>I have benefited from weight loss and improved health since starting to bike two years ago. This has meant less sick leave and improved quality of life for me. Also I have used much less fuel as the car stays in the garage which must be a good thing with all the concerns about global warming.</p> <p>I wonder how many people hold back from biking to the airport given the history of serious cycling accidents amongst their colleagues at work.</p> <p>I can not endorse this cycleway enough.</p> <p>Thank you for considering my feedback. Please feel free to contact me for any further information.</p>	Geoffrey	Long	
38055	<p>1. 6 Traffic lights at Bishopdale – slows traffic & increases CO2 emissions – doesn't improve air pollution (Climate Change)</p> <p>2. We support traffic lights Harewood/Gardiners/Breens Rd but totally oppose proposed cycle lane down both sides of Harewood. Grass berms could easily be extended for a traffic lane & storm water outlets easily strengthened to carry cycles, leaving Harewood Rd with 2 lane traffic and car parking</p> <p>3. Elimination of carparks will cause considerable hardship for private residents especially the residents on the eastern of Gardiners/Harewood roads corridor. She uses a walker for mobility, and relies on carers, cleaners, gardeners and lawn mowing – all need & use vehicles (a bus stop almost over her driveway*) Carpark required for her social interaction. We turn left into her property & almost rear-rammed by speeding traffic with 2 lanes. Worse with one</p> <p>4. Sufficient lighting down Harewood Road – centre big trees sometimes block light. Too bright for residents to sleep well</p> <p>5. Overflow traffic will use Langdons Road which is too busy now</p> <p>* No parking Harewood Road to Kamahi Place proposed – for Gardiners Road. Real hardship for Mrs Uhr</p>	RE & RJ	Griffith	
37909	<p>Cycleways</p> <p>While the proposal to provide a connection for local cycling trips is to be commended reducing a major local road by approx. 2.5M on each side is not a sensible or justifiable way of achieving this.</p> <p>The cycle numbers along Harewood Road are very low (no actual numbers have been presented) and are well short of justifying 2.1M wide cycleways on both sides of the road.</p> <p>The examples of a similar solution for streets in the middle of the city have shown that they have failed in terms of traffic flow, parking, access to properties and substantive increased numbers of cyclists to justify the original design. These designs, despite extensive criticism, were allowed to proceed on the basis that the ends would justify the means, design and cost. This has not eventuated.</p> <p>Other countries, and larger cities, have in place other successful solutions for cycle ways. An example is Amsterdam as a bicycle city, where cycle ways within Kerb lanes have not been used and the solution there is very effective. In Australia the cycle ways are included on berms and they have proved to be safe and effective.</p> <p>I am aware that Council designs have provided the idea that cycle ways on the berm are dangerous to cycles where cars are existing premises. This is nonsense as a 'kerbed' cycleway is effectively the same situation. Any driver looking to exit onto the road will have to slow down to check for pedestrians and this would include cyclists as well.</p> <p>When projected cycle numbers can be provided, based on scientific data, that indicate cycleways should be provided then a proposal for cycleways could be considered. At such time it will be incumbent on Council designers to come up with sensible designs developed in consultation with all affected parties.</p>	Endel	Lust	Endel Lust Civil Engineer Ltd

Submissions received on Wheels to Wings Major Cycle Route

No Longer Speaking

	<p>The proposed cycleways design as presented is not justified and is an example of bad design that cannot be allowed to proceed.</p> <p>Changes to Road Layouts</p> <p>Road changes as extensive as those proposed in Harewood Road and intersecting streets would be expected to be justified by vehicle number surveys and accident statistics and some genuine traffic analysis.</p> <p>No such evidence has been provided.</p> <p>It appears the designs assume that an alleged increase in cycle numbers will result in a reduction of motor vehicles to justify such a drastic alteration to a major road in Christchurch. This will not happen, as has been shown by similar traffic planned mistakes in Christchurch.</p> <p>The proposed Harewood Road layout will cause bottlenecks where there will be one lane with no means of easing the traffic flow. Access for emergency vehicles will be adversely affected as traffic will not be able to pull over and provide clear access. Given that Harewood Road acts as an alternative arterial route to the Airport this is a serious oversight in the design.</p> <p>Motor vehicles exiting premises on Harewood road will be compromised with access onto Harewood Road, more particularly along the proposed single lane section. Where vehicles have to reverse onto Harewood Road will be even more difficult and dangerous particularly at peak traffic times. Motorists who might attempt to reverse onto their property will be even more at risk. Such a manoeuvre would be even more problematic if some cyclists might actually be on the overdesigned cycle lanes.</p> <p>The basic roading proposal cannot be justified based on current traffic, and cycle, numbers and the actual design has been badly designed and will achieve none of the objectives proposed.</p> <p>I welcome the opportunity to speak further to this submission at a future hearing.</p>			
37865	<p>I do not see that cyclists will be willing to swap back and forth from 1 way to 2 way cycle lanes as they move down Harewood Road. They will instead ride on the narrowed street until the cycle way resumes, making it unsafe. Large vehicles will still need to travel down Harewood Road making it exceptionally unsafe if narrowed. The changes made to Milton Street are a prime example. It is ridiculous to take away on street parking in such a populated and busy road. It affects many businesses and home owners and is an unjust burden to force on them. Previous council members must have foreseen the necessity to make Harewood Road 4 lanes which is well utilised each and every day. The fact that the area from Crofton Road through to Russley Road has purposefully been developed well back off the road, so in future the 4 lanes could continue down is obvious. It is not common sense to ignore their vision now.</p>	Jo-Anne	Boyd	
37639	<p>I strongly oppose turning Harewood Rd from 4 lanes to 2 lanes. Getting out of my property into the flow of traffic with 4 lanes during peak hour traffic is hard enough at the best of times, 2 lanes will be terrible. Parking for users of Bishopdale Park will become even less scarce under your proposal, and I believe more dangerous. Please think beyond the square. We want practicality. I strongly support lights at Breens / Gardiners & Harewood Rd, long overdue. Traffic lights at Harewood / Woolridge would be very favourable. Far too many accidents & near misses have happened there.</p>	Lynn	Williams	
37635	<p>I am totally against this proposal, I do not understand why you would destroy something good to create something good. The best solutions are usually the simple solutions. This proposal could not be more complicated if you tried! I suggest using existing open spaces such as St James Park, Bishopdale Shopping Centre carpark, Bishopdale Park, Elephant Park, Nunweek Park etc. You could link these spaces using quieter back streets such as Marblewood Drive, Moreland Avenue, Ardmore Place, Eastling Street, Murmont Street, Veronica Place, Breens Intermediate, le Roi Place etc. Beyond that is farmland and the front of Harewood School. There are also of course alleyways between properties. In doing this you can create something special without vandalising what we have. If this really is consultation, you have a chance to stop this.</p>	Alastair	McKenzie	
37605	<p>Stupidest idea I have ever heard in my life. There is already so much traffic backed up down Harewood road every single day! This is not okay at all! People should be able to get to work on time. If anything you should be expanding Harewood road not making it smaller!!!</p>	Jayda	Roberts	

Submissions received on Wheels to Wings Major Cycle Route
No Longer Speaking

Submission Number	Feedback	First name	Last name	Group/Organisation
37575	<p>This feedback relates to [REDACTED] Harewood Road and shared driveway. Under present road layout access to these properties is already tight and often feels unsafe. Speeding cars coming from the [REDACTED] and often fail to recognise we are turning:</p> <ul style="list-style-type: none">- The proposed design of the road to accommodate the cycleway will have a significant impact on our ability to enter and exit.- The separators for the proposed cycleway will make this near impossible, especially for the owner of [REDACTED] who uses a van. <p>We are not arguing against the cycleway but for a re-look at the design to ensure we can enter and leave our homes safely. These properties were built as over 60's residencies and we, and any future owners, are likely to have ongoing access issues.</p> <p>As someone in my 80th year I am aware that the lack of parking will prevent friends visiting.</p> <p>We enjoy the council planting in front of the property and have always tried to assist in keeping weeds down. We are appreciative that the panting is retained in the plan as this contributes greatly to our well being.</p>	Nona	Milburn	
37517	<p>I object strongly to the proposed changes to Harewood Road. The number of cycles using the road daily range from 6 to 15, I count them! All that is needed to make to road safe for all uses is lights at Breens & Gardiners roads & green arrows working at all times at Harewood & Greers roads. If the road is reduced to one lane emergency vehicles won't be able to access the 3 rest homes & four hospitals. The traffic is very heavy that is the reason for the four lanes being installed. By reducing lanes traffic will use Bainton & Eastling Streets which will create bedlam. I'm disgusted with this Council the way the city is a no go for anyone trying to park & now it's moved to the suburbs. What a sinful waste of money on something that doesn't need fixing. Shame on you. I've lived here for 62 years.</p>	Josie	Venis	
37513	<p>INTRODUCTION</p> <p>I have resided in the area for 53 years, and in Harewood Road at No [REDACTED] for 28 years so I am familiar with Harewood Road traffic etc. and consider I am an "informed person" on that subject. I understand the Council has responsibilities on traffic management and safety and comment being a resident for that 28 year period I understand the traffic patterns and use over a full 24 hr daily cycle. Following the 2010 and 2011 earthquakes there has been a noticeable increase in traffic volumes. Presently cycling traffic is virtually non-existent compared to vehicle volumes.</p> <p>I state the above as Consultants and / or Council Officers would not have local knowledge compared to a resident. Consequently the present published criticisms regarding "over engineered" from other residents or businesses are completely valid in my opinion.</p> <p>While the Council wishes to implement changes the lack of community consultation (NOT initially chosen) generates a reaction which was avoidable. Projections of use are theory that need data as evidence.</p> <p>IMPLEMENTATION</p> <p>The tabled proposal is an extreme over design. Presently cyclists manage as in all similar city streets in use, but the Council is making safety a primary reason for justification. With safety you should control the present influence of vehicles, and speed is the obvious issue.</p> <p>I am very critical of the cycleways in Rutland Street with over generous cycle lanes and heavy concrete kerbs leaving a very narrow passageway for vehicle traffic forcing lower speeds. I suspect the proposals to Harewood Road will duplicate the dangerous solution.</p> <p>I consider there should also be a speed limit of 15km/hr on cycleways as a percentage of cyclists want to "sprint", similar to car drivers. In urban areas speed is a problem but if electronic speed indicators were installed with cameras habits would change and safety would improve.</p> <p>More relevant is we are not using our footpaths to convey cyclists. Presently young children do on scooters and sometimes bikes. But pedestrian traffic is extremely light and visible to other users. We have grassed berms that remain unused when green asphalt would allow cyclists use – this is a very simple solution and a low cost solution. It requires some re-education of the public but works in Rolleston Avenue at the Museum to the Avon Footbridge, and is common in Melbourne where traffic volumes are very high. When Harewood Road traffic is compared to Melbourne or Sydney and pedestrian foot traffic volumes those cities have "adjusted" to safety.</p>	Brian	Le Fevre	

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	<p>The present Council proposal is over reacting to safety which is not supported by statistics.</p> <p>SUMMARY</p> <p>The above critique is a starting point in the total redesign of many aspects of the Council proposal. I am certain there is considerable opposition to what is presently proposed but I have been constructive where possible in this submission.</p> <p>The Council will be well aware considerable opposition exists but have chosen a bulldozer approach to real community consultation. I wish to remain objective but cannot avoid considerable rejection of the present proposals.</p> <p>I await with interest for further developments, and can be contacted as below.</p>			
37497	<p>We agree with lights being installed at Breens & Gardiners Roads The eucalyptus trees in the roundabout are past their use-by date They create a huge amount of shredding into the surrounding areas and a bit of an eyesore.</p> <p>We as cyclists think the amount predicted for the new cycleway to be extreme and that the funds be put to a more pressing issue such as repairing the roads in and around Christchurch</p>	Bernard & Yvonne	Quinn	
37269	<p>I fully support cycle ways--as a user, taxpayer, and community member.</p> <p>I also am committed to engaging with local people who will bear the impact.</p> <p>I am deeply concerned at the impact of the proposed cycle way on the Charity Hospital on Harewood Rd.</p> <p>This service is urgently needed and has been developed thanks to commitment of volunteers, particularly the Bagfords, to whom many of us are deeply thankful.</p> <p>The hospital's needs as listed by Drs Bagshaw must be provided for in the cycleway plan</p> <p>The Copenhagen Bakery also needs full consideration, but Hospital is my primary concern.</p> <p>Thank you. Betty Shore, The site was carefully chosen to serve the need. The proposed cycle way would completely disable this site for this use.</p>	Betty	Shore	
37143	<p>NO. How about you fix the roads that need fixing that people PAY to use. That people use every day. Stop making stupid cycle ways and fix roadways that are dangerous. The public does not want this so DONT DO IT. It is pointless and a waste of money like the one around spreynon domain. No one uses it and now that road is a major danger and there will be a crash some day and it will be your fault for ruining the road. Don't do this and fix the many roads around the city that needs fixing!</p>	Liam	White	
37085	<p>I support the design as it currently stands.</p>	Finn	Jackson	
36985	<p>3.2.21</p> <p>I attended the session tonight about this proposal.</p> <p>Leaving Cotswold Avenue onto Harewood Road and Entering Cotswold Avenue has been narrowed.</p> <p>Currently two cars can be side by side coming from Cotswold Avenue into Harewood Road, one turning left, one turning right. This proposal does not allow for this.</p> <p>Cars turning right on Harewood Road into Cotswold Avenue will be extremely difficult</p> <p>Turning right from Cotswold Avenue into Harewood Road will be extremely difficult.</p> <p>There is a lot of traffic turning these ways taking children to Cotswold School and also Emmanuel Christian School. Also there is a lot of traffic going to St Gregory's</p>	Carolyn	Luck	

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	<p>Church as well as all the residents of the streets surrounding.</p> <p>No parking outside Charity Hospital- ridiculous</p> <p>No parking outside Copenhagen Bakery, I was informed tonight that Copenhagen have 12 car parks off street and the councillor there tonight said that they will have to be on a time limit- there are no words for this ridiculous situation and I really feel for the owners of Copenhagen Bakery.</p> <p>People living on Harewood Road will have great difficulty getting out of their properties.</p> <p>I was told by a City Council person there tonight that they want to encourage more people to get out on their bikes. There are a lot of elderly residents in the area and this comment is offensive!!</p> <p>All in all there has been no consideration given to the people who live and work in the Bishopdale area.</p> <p>We as ratepayers</p>			
36595	<p>Thank you for looking at ways to improve the safety for all road users on Harewood Rd. Whilst I am excited that the long called for improvements to the Breens Rd/Gardiners Rd/Harewood Rd are in this plan I am extremely disappointed to see some other changes. Given the lack of public consultation (or none that I am aware of in any case) to the ideas in this plan there is a strong feeling amongst the community, myself included, that this is a done deal and that this consultation is merely a process that needs to be seen to be done but will have little impact. I really hope that I am wrong!</p> <p>I grew up in Cotswold Ave and brought my first home in Crofton Rd. Due to the cost of a family home I was disappointingly unable to move my family into the area and we now live in Belfast. However I travel down Harewood Rd numerous times a week to visit my family, frequent local shops and services and to attend kids activities. Therefore I feel that given the impact these changes will have in me travelling this road, I felt compelled to make a submission to note my concerns but also to support the ideas which I feel will help improve safety.</p> <p>* 1 Thank you for listening to the ongoing concerns regarding the Breens/Harewood/Gardiners Rd intersection. I detour to other roads to avoid crossing Harewood Rd at this intersection. Traffic is so heavy people often make silly decisions resulting in near misses and accidents. I think the only reason there have been less accidents is down to people avoiding using this intersection. Given the proximity to schools and in particular Breens Intermediate, (I avoided this intersection as a student 30 years ago!) these traffic lights MUST remain in the plan. More parents will feel comfortable to allow kids to bike to school with a controlled intersection that has bike lanes. Biking to school for older children is definitely something I would like to see more of!</p> <p>The flowing points are in no particular order.</p> <p>* 2 Reducing Harewood Rd to one lane from two. AGAINST Traffic volume is increasing in our city as our population grows. Whilst I am keen to see more people on bikes and on buses this is not a viable option for I would guess the majority of people. For me, the distances I travel with children to a tight time schedule make biking or taking the bus as a transportation method out of the question.</p> <p>This road needs to be able to accommodate the load. I am sure that traffic flow numbers have been used in considering this plan. I am unsure why reducing this main road/thoroughfare to one lane is a good idea for any other reason apart from to make room for bikes? Whilst I appreciate a bike lane would increase use the vehicle traffic would far exceed this. Changes such as proposed, will likely result in drivers shifting to other roads which will add to the congestion at other intersections and create more dangerous T and X Intersections. Off peak time I can see one lane would suffice but I almost get an instant headache thinking about the bottlenecks, delays and queues of traffic that will result if Harewood Road is reduced to one lane.</p> <p>*4 Bike Lanes - a great idea BUT adjustments needed. I am in agreement of a cycle lane to encourage more people to cycle but the volume of cyclists, in my opinion does not warrant the reduction of parking and vehicle lanes. Could some compromise be made to reduce the space needed (ie a two lane cycle way on one side of the road with a narrowing of the median area {although i am a huge fan of the green area and particularly the daffodils} to provide the space needed to accommodate this?</p> <p>Is there an allowance with the new traffic signals for bikes? If so PLEASE could this be done on a timer/demand system? The lights for cycles in the central city and even Sawyers Arms Rd cater for the most part empty cycle ways. I encourage these lights when there are cyclists there to use them but the majority of time they cater for empty cycle lanes.</p> <p>*3 Against the removal of parking spaces outside Copenhagen Bakery. This business has become a part of the Bishopdale Community, one that is much enjoyed by</p>	Michelle	Bennett	

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	<p>locals and non locals alike who travel to eat the delicious food. Have the planners spent any time watching the patronage and parking habits of visitors to the bakery? I agree that this bakery creates congestion BUT this bakery is bring people to the suburb, it is bringing the community together, it is providing jobs. I acknowledge that these benefits are possibly not something road planners look at but they provide happiness to our community and should not be dismissed. This business has moved to Bishopdale, I understand that the resource consent they had to go through to utilize the old Shell Petrol Station was considerable in both a time and financial aspect. The 12 onsite csrparks are usually totally full with traffic stretching both sides of Harewood Rd. In listening to the owner speak I heard that early morning staff need to park on the street (to follow resource consent) and that the majority of their clients (which I can attest to from my frequent visits) are older. Many of who would go elsewhere if they had to walk from their car parked well up the street or around the corner. This business has worked hard to grow their client base and they do not deserve to have this wiped away with a plan that appears to have not considered the role this business plays in the community.</p> <p>*5 Loss of parks for resident/visitor use and Bishopdale Park. Unsure how many on road carparks will go that service these areas. Could parking be retained perhaps at a minimum off peak travel times to allow for parking outside of these times as a compromise? Ie. Could there be a cycle lane that functions like a bus lane for periods of peak demand (school days/Mon-Fri)</p> <p>*6 Bishopdale Roundabout. AGAINST current designs. Having not yet attended a meeting so having difficulty following how this will work? (Particuly during peak times) Yes this roundabout is confusing for non-locals but for the majority of users we know how it works. The changes a few years back have certainly helped make things clearer and safer. Again all I can see with this plan are delays and queues of traffic and I am wondering how many light phases it will take to get through this section when traffic is queued? Bottlenecks of traffic and long delays could cause people from outside the closest area to go elsewhere to shop. We need to support those that support our community.</p> <p>* 7 Chapel Street changes. UNSURE - with the church on the corner, how will this work. Is it one lane into Chapel Street? How do people get out?</p> <p>*8 Matsons Ave crossing. Unsure why this particular spot has been chosen? Perhaps a shared cycle/bike crossing at the railway line would be better (similar to the Blighs Rd crossing) it is only a little further to walk, retained existing pedestrian islands for those who wish to cross closer to the rest home.</p> <p>To summarize, I urge the Christchurch City Council to consider the ideas of the public who use this road every day and throughout the week.</p> <p>The plan in its current format seems to have cycle use and safety and to a lesser extent pedestrian use at the forefront. Vehicle transport is by far the biggest user of this road, please find a compromise!</p> <p>Please consider the businesses and services who will be impacted by the changes.</p> <p>The changes are a considerable cost, please ensure time is spent to consider all affected stakeholders to ensure the final plan and outcome is of the best mutual benefit to everyone. Pedestrians, cyclists, motorists (of all types), residents, visitors, business owners and rate/tax payers.</p> <p>Thank you for your time to read my submission, I look forward to attending a public meeting to hear more and understand better and I look forward to seeing a revised plan following this consultation process.</p>			
36457	<p>To whom it may concern,</p> <p>I am strongly against the proposed design for cycleways down Harewood road. The reasons are outlined below</p> <p>1) Reduced parking</p> <p>This will massively impact the local business. Eg Copenhagen bakery</p> <p>I am resident and homeowner at</p> <p>We will lose all our streetsise car parking which is useful. Also people parking for sports games at Bishopdale Park, park on our street . The proposed designs will make it really congested.</p> <p>2) Reduction of Harewood road to two lanes</p> <p>This will cause massive congestion, negatively impact the residents quality of life - and increase our carbon output as more time will be spent in cars .</p>	Martin	Cudd	

Submissions received on Wheels to Wings Major Cycle Route

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	<p>3 removal of trees</p> <p>One of the things I really love about Bishopdale is the large trees on Harewood road. . The removal of these trees impacts the character of the neighbourhood.</p> <p>One suggestion, why don't you remove the berm and put the cycleway on that. ?</p> <p>Also I am VERY supportive of traffic lights at reens/Gardiner's and Harewood RD intersection .This intersection is very dangerous.</p>			
36454	<p>This design is such a stupid idea and waste of money. There is nothing wrong with the way the road is. It's a busy road and reducing the lanes in half is the worst idea. How about the council support small local business instead of making things harder for them by reducing their carparks. Christchurch city council is the worst council ever. You increase rates in a pandemic to spend money on cycle lanes. Where are the stats that all these cycle lanes are in demand. How about you use tax payer's money on something useful for the community. Like for example fixing bad roads, fixing our water.</p> <p>Maybe invest money in the east side as it has clearly been neglected by the council.</p> <p>It's outrageous to think this design was completed in the first place!</p> <p>Who is making this decisions? Half of christchurch could make better decisions in there sleep.</p>	Melissa	Cullen	
36393	<p>We run the Featherstone Dairy on the corner of Harewood Road and Harris Crescent. It is important for us to have parking spaces for our customers. On the consultation plan there is a no stopping line where our parking currently is on Harris Crescent and Harewood Road. We would need to keep that parking for our customers and any delivery vehicles. Maybe the parking spaces could have a 5 or 10 minute limit and the 120 minute parking on Harris Crescent could be moved further down the road. We also have customers parking on the other side of Harris Crescent and Harewood Road so we would need 5 to 10 minute parking there as well. Thank you</p>	Vidya	Maisuriya	
42073	<p>I think the whole cycleway is a nightmare! You have not listened to the thousands of people who submitted! Yes there were some people wanting this cycleway, but they are the minority. Your cyclist count was done in summer and was somewhere between 100 and 200 cyclists over a 12 hour period. In winter I would say this would be down to 20-50 cyclists per day, but you never counted in winter.</p> <p>In any case the amount of cyclists is fairly low for the population of the area. Is this extra cycleway really needed for such a small minority? In my first submission, I was keen to have at least a bit of a cycleway but after thinking more and more about it, I just think you are clogging up a super busy road which at the moment, flows quite well. The whole cycleway is a terrible idea due to the amount of bollards and obstacles. When I drive home from work, I come down Papanui Road which is now quite wiggly and slow with bus lanes. Papanui road is slow but then I get onto Harewood Road and feel like I can breathe again. The road is straight and easy to navigate and I'm home in a very short time. At the moment the traffic flows well. Which is more than can be said for most roads in Christchurch these days. This plan will slow the traffic down by epic proportions. I suspect it could be way worse than Papanui Road to navigate if you build this cycleway. Wairakei road is a wiggly road that is already fairly loaded with obstacles, but it has a very good cycle lane. I have used this cycle lane and felt very safe on it. This lane could easily be joined onto the airport underpass via Stanleys Road or Wooldridge road, here by saving the council millions of dollars. You could promote it as "Wheels to Wings" and maybe add a few extra safety features. You would save millions!!! I also notice that you have narrowed the end of our street and reduced parking. Trafford Street has now been narrowed so that only one car at a time can leave the road either turning right or left. You can no longer have two cars sitting next to each other. In the morning it is hard to get out of our road, especially turning right, but also turning left. You risk having traffic backing up on our road. You have not taken into account that we have a road that joins onto us from Nunweek park, Le Roi Place. A lot of Nunweek subdivision traffic actually comes down Trafford street to get onto Harewood Road as they are having a lot of trouble getting out of Nunweek Boulevard onto Harewood Road.</p> <p>Our road is easier as it is closer to the two lane area of Harewood Road (which helps traffic to flow and which you are going to reduce with the cycle lane). I'm guessing you have not looked at where the traffic is coming from and taking into account that it is not just Trafford Street cars that are leaving the street onto Harewood Road in the morning and other times of day. A large proportion of the Nunweek subdivision leaves for work and comes down our street, Trafford Street. I have been in queues of up to 4 cars in the morning trying to get out of the street. Now, those turning right will block anyone trying to turn left, which is an option I often take to make my life easier, even though I should be turning right to work. The other problem I see is the reduced parking outside the Trafford Street dairy and fish and chip shop as well as other shops. The parking is greatly reduced on your plan. Parking here increases around 5-6pm for the fish and chip shop and will now have to extend further down the road. The dairy will be adversely affected due to people having trouble finding an instant carpark now it will just be too hard to stop and get something quickly so they will continue on. In conclusion</p> <p>I just feel like the council are not listening to the majority and making this whole cycleway so complex and difficult why can't cyclists use normal cycleways with marks on the ground? I find these cycleways fine for my safety on Wairakei Road. Why do they have to be protected by bollards and obstacles which make it harder for motorists? How are large buses meant to navigate all these things? My sister has seen two cars side swiped by buses she was on board. This was on narrow Manchester Street and the accidents happened due to lack of space for the poor bus drivers. This is the result of roads being</p>	Belinda	Lansley	

Submissions received on Wheels to Wings Major Cycle Route

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	super narrow. Instead of making yet more cycleways I think the council has to promote their buses more public transport is the way forward. Most people biking to the airport are taking luggage, so promoting the airport bus makes more sense than a cycle lane. How are they meant to carry their luggage on a bike? The council can make good cycle lanes with lines on the ground, not bollards. We are a cycling family with children cycling to school so I'm not anticycling, just antibollards. Sometimes you have have to step back and look at how to make things simple and cheap and more practical, instead of complex plans which adversely affect the majority and are costly to build. Please look at a more simple and practical way to get people to the airport either use your existing cycle lane on Wairakei Road or improve your buses.			
42673	We live on Harewood Road and the only concerns we have that as our driveway is offset and you are putting raised separators will make it very difficult to enter in and out with our large boat which we need to be able to back up our drive. Our request is that the separators each side of our drive entrance can be lowered or spaced further apart or painted to allow us to be able to back our boat up the drive without having to try to manoeuvre around the raised separators and holding up traffic. Kind Regards Phillip Cohen	Phill	Cohen	
39030 (Att)	No feedback	Edwin John	Baker	Unofficially for St James Committee

Submission #39030

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Attachment E

Please fold with the reply paid portion on the outside,
seal and return by 5pm, Monday 22 February 2021

Name* EDWIN JOHN BAKER

Address* [REDACTED]

BISHOPDALE - HAREWOOD Postcode* 8053

Phone* [REDACTED]

Email [REDACTED]

SUBMISSION FOR MYSELF AND
If you are responding on behalf of a recognised organisation, please provide:

UNOFFICIALLY FOR
Organisation's name ST JAMES COMMITTEE

Your role COMMITTEE MEMBER

Hearings are planned for April 2020 (subject to change). Would you like to speak to the

Hearings Panel about your submission? ☒ Yes ☐ No

If yes, please provide a phone number so we can arrange a speaking time with you

[REDACTED]

* required fields

See overleaf for further information on providing feedback.

Please note:

We require your contact details as part of your submission - it also means we can keep you updated throughout the project.

Your submission, name and address are given to the Hearings Panel to help them make their decision.

Submissions, with names only, go online when the decision meeting agenda is available on our website.

If requested, submissions, names and contact details are made available to the public, as required by the Local Government Official Information and Meetings Act 1987.

For the full Christchurch City Council Privacy Statement 2020 please go to
www.ccc.govt.nz/the-council/how-the-council-works/privacy-statement/

If there are good reasons why your details and/or submission should be kept confidential, please contact our Engagement Manager on (03) 941 8999 or 0800 800 169 (Banks Peninsula).

Submission #39030

SUBMISSION ON PAPANUI TO WAIWHETU CYCLEWAY

E J BAKER
DIPLOMA, BCOM, BA, BSC,
NZ RECTOR

PART I

I am a member of the congregation of St James' Anglican Church, Harewood Road (H750), and am often at the church campus during the week. This gives me the opportunity to observe both cycle traffic using the roundabout underpass and vehicle traffic on Harewood Road.

OBSERVATIONS

A If cycle traffic using the underpass is an indication of cycle traffic on Harewood Road generally, then there is not enough to justify the proposed Papanui to Waiwhetu project.

When travelling on Harewood Rd, by bus or car, my observations tend to reinforce observation of the above paragraph.

B On exiting the Harewood-Johns Roads roundabout, there are times when vehicle speeds increase rapidly (lead feet are too common). This can cause problems at the proposed changes to signage and signalling for Harewood Street.

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Attachment E

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- I fully agree with and support the re-rumped school crossing, believing it to be long overdue but its proximity to the roundabout forced me to suggest that some form of speed limit is needed for that short stretch of Harewood Road by my church.
- (A) Alternatively a new set of traffic signals and signalling may be needed, linked to the school set.

PART II

The proposed traffic signals in the area around the Harewood High-lead, Farmington intersection etc to me not required. Such a system can cause drivers to rely too much on signals and not enough on their eyes, the airways Visual Flight Rules of "See and Be Seen" (I have held a NZ CTO Private Pilot Licence) are equally applicable to road traffic, where a vehicle is a large target compared to a light aircraft at 250 yards - been there seen that

SUMMARY

- A The proposal is a case of not enough thought (Part 1) and over thinking (Part 2)
- B As with most projects these days, does a cost benefit analysis, made by an -

Submission #39030

unbiased entity - say Audit NZ -
give the work an unqualified
'go ahead', or would there
be reservations.

I have a Social Audio proxy
BA major, so feel able
to make my analysis of
people and road use. We are
all human after all.

E J BAKER John Baker
13 March MMXXI

ADDENDUM
PART I (B) Marked (A)

a These signals, signalling and
sign to be at the roundabout.

b May need roundabout signals
etc AND a speed limit
down to the school.

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Attachment E

Submissions received on Wheels to Wings Major Cycle Route, February 2021

Heard Submissions (not scheduled)

Submission Number	Feedback	First name	Last name	Group/Organisation
39053 (Att)	<p>Improved Format for Michael Orchard's submission No 38924</p> <p>of 15 .3. 2021.</p> <p>I must have unknowingly removed the page breaks making it very hard to read in the original format. Thus this is an exact copy I made prior to sending, and so ask that you use this easier submission. At the bottom separately I have added the notes on other areas of the report I could not submit on previously, if you could consider that too please.</p> <p>This is the 3rd submission on this important Harewood Road/ Breens Road Intersection, with my previous ones in detail of 2009 and 2020 to be fully part of my current submission (attached). As you might imagine I am getting totally worn by the endless fighting of this Council bureaucracy, and the total waste of time (and my valuable time too) with the loss of 10 years of progress through their inaction, and not consulting with the locals who likely have as much understanding of the dynamics and functioning of Harewood Road as the engineers (certainly the one I addressed in my oral submission to the council face to face in 2009).</p> <p>Those submissions in summary recognise that:- the Harewood Road/Breens Road is still a dangerous intersection needing Lights (I quoted the viewed accident previously); that Harewood Road should remain the efficient double lane arterial highway that it was originally designed for (again while waiting for the bus I noted emergency vehicles with sirens able to efficiently use the outside lane while cars stopped in the left one as per the law); that car parking for businesses and residents should remain for the entire length; and that incorporation of the Breen's Road School cycle traffic (as per the 2009 plan) is totally irrelevant to the current equation (except for pedestrian crossings in conjunction with the proposed lights there). Harewood Road is currently still quite functional as an existing cycleway, and we used to ride our bikes to Harewood School (using the footpath too if necessary - it is still mostly a country area, with fewer out drive movements</p> <p>And I was appalled to find that out of the blue, the Gardeners/Sawyers Road intersection suddenly got lights, when it was a much easier road crossing than Breens/Harewood Road one, and Why? Because someone got killed there in a random accident. This is shocking, a Council numerical evaluation procedure, that waits to evaluate safety at a site, until after a critical event, rather than being proactive in trying to reduce harm incidents as we have been trying to do at Breens Road intersection for over 10 years. I have safely negotiated both intersections regularly for over 50 years without incident (it just means "Obeying the Road Rules").</p> <p>2. So focusing on the new (and very unnecessarily expensive plan for the ratepayers) plan components, I will address the Additional Components in the new plan in a rough order of Importance as I see it :-</p> <p>1. Harewood Road through this new 'Lights Intersection' MUST remain double lane for traffic, as it quite functionally still doing through the new and existing Bishopdale roundabout (Good protocol behaviour often sees drivers remain in the central lane to allow residents out of their drive into the left lane). There is a high volume of traffic effectively using the 2 lanes, and with the necessary lights but with a single lane only remaining if the plan was to be adopted, getting out will be harder as queued traffic is going to become quite bad at times! The whole traffic flow in volume, will be slowed</p> <p>2. If there is to be a marked cycleway along this portion of Harewood Road, then it must be between the curb where normal current parking must continue, and the 2-laned highway each side (ie it could also be considered like a bus lane as well as found in other parts of the city). This would allow safer parking of cars in the current very narrow strip for this, so they can open their driver doors safely. In NO WAY must there be any physical barriers breaking up the entire road to separate a cycle lane. This would be total design overkill, is hardly used anywhere else in the city, and would reduce the effectiveness of the current efficient traffic flow, for very minor cycle use. Such barriers also would be dangerous on their own, to other traffic accidently crossing.</p> <p>3. The real issue here is if the road needs more functional room, the attractive but non-functional central tree dividing lane, could through reconstruction, be reduced by say a metre or more each side, and may not affect tree health. The real gain could be made by taking the grass verges out along the foot path. They have no real purpose, are excessively wide, often unkempt, and are an absolute pain to mow. You could easily pick up an extra metre each side from here as well. For example Queen's Drive in Lyall Bay, Wellington, has beautiful functional quite wide footpaths, with high quality seal all the way to the curb, and they are a delight to walk on! And this are a 50KPH road too.</p> <p>4. There should be no reduction in any current roadside parking, especially adjacent the Copenhagen Bakery, and Charity Hospital and similar public use sites elsewhere, as this will completely hinder resident and general parking access. For example too, on a recent Saturday morning with a formal cricket game being played</p>	Michael	Orchard	

Submissions received on Wheels to Wings Major Cycle Route, February 2021

Heard Submissions (not scheduled)

	<p>on Bishopdale Park, all day the entire roadside from the main shopping area and along the side road of the playground was completely</p> <p>3. full of parked cars. As long as any cycle lane is between the parked cars and car lanes, then this will lead to a far more efficient use pattern</p> <p>5. Turning to the Bishopdale Roundabout, this again is a very efficient high volume and safe roundabout, as purposed in the original Harewood Road Arterial Design! In no way should its general function be compromised in any way. That means absolutely no Traffic lights in the Central Roundabout Formation, and thus the abandonment of the ridiculous looking path through the roundabout centre, which would not be used by cyclists anyway (thus saving more money).</p> <p>6. Some of these big trees have grown too large and were the wrong species for such a place anyway (though they do have the advantage of restricting the view through the trees to the other side, so motorists have to focus on the immediate traffic, directly in front of them.) Thus any cycle trail should be instead following the normal positioning on the outside of the roundabout verges (and where there will be no parking there anyway). If you look at the plan picture that is just common sense! To achieve more room, yes some or many of the big trees could be felled and replaced, and the inner edge of the roundabout thus reduced in size, giving adequate new usable extra space for redevelopment into road and cycle lanes.</p> <p>7. Yes the Pedestrian Lights shown crossing Harewood Road between the Shopping Centre and Petrol Station are absolutely important, as it is another dangerous area where one often has to run across between cars, Those at the other Greer's Road end are possibly less so (who is actually going to use these ones??, as no related buildings nearby - the Rest Home will not be using!). They could probably be cut out to save expense and keep the traffic flowing here, with less structural interventions drivers need to worry about. This would then give about the same crossings spacing spread per length of Harewood Road, and anyone can use the main more important other end site noted above.</p> <p>I will leave the main issues here and add any other points in a verbal submission if the timing is right for me to be able to make them. I respectfully ask you read the whole of my 2 previous submissions on this issue, as attached as part of this one (as I took many hours to write them, and prepare).</p> <p>Thanking you,</p> <p>Michael Orchard (see over Pg 4). 4</p> <p>LATE ADDITIONS To My Previous Submission. Please ADD.</p> <p>8. Woolridge Road? Harewood Road Intersection – also dangerous for road and traffic crossing – Lights supported.</p> <p>9. New signalised crossings at Harewood Primary School, Nunweek Boulevard, and Harewood Road near Matson's Avenue. – Lights supported</p> <p>(Continues below- Pg 5 onwards)</p> <p>5.Previous Submission Summary (refer attached copy in full)</p>			
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submission) Brother ?Sister

Draft Annual Plan 2020-21 from Orchard, Michael and Janet organisation: Local Residents [REDACTED] behalf of: (combined
Submission #39053

Draft Annual Plan 2020-21

Submitter Details

First Name: Michael and Janet **Last Name:** Orchard

Organisation: Local Residents [REDACTED]

On behalf of: (combined submission) Brother
?Sister

Daytime Phone: [REDACTED]

Mobile: [REDACTED]

Would you like to present your submission in person at a hearing?

☐ Yes

☒ I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

Feedback

Please be as specific as possible to help us understand your views. You can upload supporting documents below.

Submission on the Breens /Harewood Road Intersection 30 March 2020 and Cycleway plan for Harewood Road in 2020 District Plan Draft.

[Please email me a text copy of my transcript (cannot copy off on line submission).]

In Sept last year the council agreed to traffic lights at the intersection of Harewood-Breens-Gardiners. It was agreed that staff had to go away and come back with options for funding the up grade. The option (just 1 option) they brought back was to bring forward the cycleway along Harewood Rd from the railway line to Johns Rd. This project has a cost of \$23 million and would include the traffic lights.

Aaron Keown, ourselves and our community board were not supportive of this as we have not had a conversation with the people of our area to determine whether they even want a cycleway on that route. Currently Harewood Rd has approx 25 cyclists a day and as a board we have been overwhelmingly asked for traffic lights but not for a cycleway. He said he and the board are open to the idea but need to hear from the public before the council commits to \$23m.

I Michael Orchard and my sister Janet think this is an absolute nonsense spending that amount of money when we just need traffic lights. I would like to attend the hearing to tell you the facts on traffic directly, but this submission hearing is totally out of order timewise when I cannot travel back from the West Coast to support my sister in a submission, because we are all "locked into our houses and not allowed to travel". THUS I will have to SEND MY ORIGINAL SUBMISSION FROM 2009, when I DID TRAVEL ALL THE WAY ACROSS TO THE FORMAL HEARING TO ADDRESS YOU ALL IN THE COMMITTEE HEARING THEN. Hence I ask that you in your hearing have some elements or summary of that submission to you on my behalf in the hearing. I have invested considerable time, petrol and money in coming across or submitting on this issue, now for the 3rd Time.

I recall at that first 2009 hearing that there were about 7 formal 'speaking to Council' submitters comprising 6 residents who were opposed including myself, and 1 in favour representing a Cycle Federation. I ask that you fully include and revisit all submissions from 2009 and again from the 2nd round in 2019. Otherwise you are making a mockery of all the serious submission work we the public have already put in, and really wasting our and your time

submission) Brother 2Sister

Draft Annual Plan 2020-21 from Orchard, Michael and Janet organisation: Local Residents [REDACTED] behalf of: (combined

At the original hearing the staff said cost would be a problem, there only being about \$25,000 allocated to that project area. I stood up and spoke to Council saying that the logical business proposition would be that the money would be saved in a dedicated account and every year another \$25,000 put into the account for Breens/Harewood Traffic Lights. [In 4 years there would have been \$100,000, and by now there would have been more than \$250,000 as seed money for these urgent lights.] I heard that the Gardeners Road /Sawyers Road lights suddenly were "installed out of the blue" because of an accident causing death, despite very little forward planning, as exists for Harewood /Breens Road. It does make a mockery of the planning process. The latter is equally dangerous and just prior to my submission in 2019 I witnessed a very bad accident there while standing at the bus stop which if a few seconds later could have turned into a multiple car pileup with several deaths.

Submission #39053

Harewood Road must be maintained as a 2 lane each way highway with car parking allowed on the road edge in an equivalent 3rd lane, at very least from Bishopdale Roundabout to the big Eucalypt on the bend with dense residential housing. This is the purpose the road was built for, and at the 2009 hearing Council resolved to hold any decision till the Johns/Russley Road motorway plan was sorted - this has now occurred! It confirms the proper status of this road as a key arterial route. (Cycle lanes if necessary could be allowed on the footpath -perhaps the central road tree lined avenue was made too wide? Remember it was all originally proposed because of the difficulty of children cycling from Breens Intermediate (I think) being able to safely cross Harewood Road - hence Lights are still very important.

At the hearing we heard the submission positions of the staff - an Engineer I believe. For we who had lived and used that portion of the road for some 50 years, his arguments just seemed nonsense. First saying there was not enough traffic flow to justify lights, then turning around and saying that lights would just impede the flow of traffic. How much are the Gardeners/Sawyers Arms Road lights impeding that traffic flow (which was indicated in 2019 to be likely to drop with the road changes that have taken place). The councillors were much more sensible in their approach.

Now the same staff / engineer positions have been asked to re-evaluate their position. In Sept last year the council agreed to traffic lights at the intersection of Harewood-Breens-Gardeners. It was agreed that staff had to go away and come back with options for funding the up grade. The option (just 1 option) they brought back was to bring forward the cycleway along Harewood Rd from the railway line to Johns Rd. This project has a cost of \$23 million and would include the traffic lights. THIS IS ABSOLUTE ARROGANCE to turn up with just 1 option (which did not include the brief they were given). This is the same appalling staff stalling/disregard for the public that pays them, that was evident when I attended the original 2009 hearing. The Council SHOULD REJECT THAT UNWANTED (and More Expensive) PROJECT OUTRIGHT. Council should THEN urgently ask them to return immediately and PRODUCE THE LIGHTS ONLY PLAN COSTING. If necessary it should approve the \$23 million budget, put the money aside, rewrite the plan for lights only, bring the installation date forward (as it will cost less and all money can be put directly into the lights) and release any surplus funds back to Council Reserves or to cut by a small amount the rates the citizens have to pay.

I now include my original 2 submissions from 2009 and 2019 here because they are Word Documents (and I do not have pdf files

Hullo Aaron,

COPY

I see in The Star Thurs May16 2019 your continued interest and support for lights at this intersection.

You will be able to see from my submission sent to Council this month, that I too am strongly supportive (and hope too you might be able to use or formally refer to some of the substance in your representations to the final decision committee).

If you then look down to the very bottom of the email, You should also be able to see my original submission on this corner in 2009, when single laning and a bicycle lane was also being considered.

I felt it so important then that I drove across to present my case in person to your large formal Council Hearing Committee (a good learning process –see various references to this in my texts).

submission) Brother 2Sister

Draft Annual Plan 2020-21 from Orchard, Michael and Janet organisation: Local Residents [REDACTED] behalf of: (combined

Submission #39053

Whilst I had a difficult time accepting some of the traffic engineering staff's statements and attitudes, I was most impressed with the attitude and approach of the Councillors

[I may be wrong but I do believe you were on the council even way back then (?), and I was impressed with your comments and careful approach! Thanks. If not yourself then it could have possibly been Yani Johanson, though not in his ward.]

Special Request please: I would be grateful if you could advise me how to go about lodging an Official Information Request on the history of the Sawyers Arms Road/Gardeners Road sudden (out of the blue for me) decision for Lights there!!

Thanks. This would seem to have been far less important than the above , at that time, or even now!

Yours sincerely

Michael Orchard

[REDACTED]

[REDACTED]

[REDACTED]

(Phone numbers below)

COPY BELOW

From: Michael Orchard ([REDACTED])

Sent: 10 June 2019 2:45 PM

To: 'ann.campbell@ccc.govt.nz'

Cc: Michael Orchard ([REDACTED])

Subject: FW: HAREWOOD ROAD, GARDENERS ROAD,BREENS ROAD INTERSECTION submission for Council Plans

Importance: High

Please acknowledge by returnemail before the closing time, receipt of this submission.

Formal Submission on proposed Harewood Road Intersection Change MICHAEL ORCHARD

submission) Brother 2Sister
Draft Annual Plan 2020-21 from Orchard, Michael and Janet organisation: Local Residents [REDACTED] behalf of: (combined

Submission #39053

This is a personal submission. I take a strong interest in this proposed intersection change proposal, as I was born there in 1948 and still regularly use this road and road junction. I have watched it grow from a narrow country land, land then seconded for this highway, tree planting across the new section boundary, mown the grass on its wide verges, watched each section of the current road and median strip be constructed. I now still feel very strongly that TRAFFIC LIGHTS MUST BE URGENTLY INSTALLED! I seek OPTION 2.

Importantly I Made A Submission 10 years ago in 2009, when narrowing Harewood Road to a single lane was proposed to install a cycleway (triggered in part by the concern for Breen's Intermediate School children to be able to safely cross Harewood Road to and from school). This Submission is included in full at the bottom of this Email (and the relevant parts are to be fully included please as part of this new Submission, on whether to install lights or not). And Specifically I took the trouble to come to Christchurch and PRESENT MY SUBMISSION to the FULL COUNCIL AND HEARINGS COMMITTEE. I found this to be a very important and beneficial process.

Key outcomes I recall was there were about 7 verbal submitters then mostly local residents who all opposed the then narrowing of the road proposal, and most asked for Traffic Lights back then. Only the Cycle federation representative was in support (and he would have probably appreciated traffic lights too). Most importantly though was my perceived views of the Councillors and Council Staff. I was most impressed with the Councillors who wisely tried to put a halt to this one-laning proposal, noting they needed to wait till the Johns Road/Harewood major intersection proposals were finalized (well they have been now and thankfully Harewood Road continues to be used as a very efficient 4 lane fast access arterial road for which it was originally planned). But I was most unimpressed with the views of the Traffic Engineer and the staff, who seemed to put a whole lot of spurious arguments and irrelevant figures in place of the real issue of public safety and road efficiency. So lights were strongly opposed by them mostly on the grounds of cost, and by saying traffic volumes were not sufficiently high to justify lights (by their tables). And they were trying to push single laning and tie the use of that proposed intersection change to improve access for Breen's Intermediate children cycling (a valid principle), wrongly into a proposed grandiose cycling network. No thought how the other 90% of road users (car drivers) would be affected.

BUT IT IS ABSOLUTELY SHOCKING THAT THE COUNCIL HAVE DONE ABSOLUTELY NOTHING AT THIS CRITICAL INTERSECTION FOR 10 YEARS! I accept we had an Earthquake to cope with soon after. At the time the cost of lights was estimated at about 4 times the other proposal and they had the basic money available then. All Council had to do, like any prudent business would have done, was put this same amount money aside each year for 4 years as dedicated savings AND WE WOULD HAVE HAD OUR TRAFFIC LIGHTS! Now lights are only 3 x the cost of the other (unacceptable) median close option, so lets get saving and ensure any of the \$400,000 available is saved in a dedicated Council tagged fund towards lights NEXT YEAR.

So it was entirely out of the blue when I was suddenly surprised to see Traffic Lights appear at the Gardeners Road/ Sawyers Road Intersection! How on earth could they have been justified there compared with the much more important Harewood Road Intersection? For years I have taken trailers from the waste station regularly across that intersection (the stop signs) and have experienced no difficulty safely crossing (compared with making crossing and right hand turns into Harewood road, where one does feel we are taking our life in our hand). I am now sending in an Official Information Request for documents to understand this decision better.

And I am appalled by one seeming criteria noted in the current proposals that to be higher up the list an intersection has to have had a serious accident injury (or death?). What a perverse human care view! So we have to wait for one before we do something about a dangerous intersection? Again I regularly make right hand turns at the Harewood Road/Greens Road Intersection, against the traffic flow depending on how the complex lights are showing, but this can still be done without trouble (the VALUE OF LIGHTS!). Any accidents here will likely be by motorists disobeying the traffic light rules. So why should we spend more money here that is driver behaviour

submission) Brother 2Sister
Draft Annual Plan 2020-21 from Orchard, Michael and Janet organisation: Local Residents

behalf of: (combined
influenced. I am opposed to spending any more money there, to the detriment of not getting sufficient funding for
Breens/Gardeners lights.

Submission #39053

I reject the fact that Option 2 shows as a disadvantage that "traffic queues from lights may extend to Crofton Road". And to Leacroft Road in the other direction. These are unimportant in this equation, and with slower traffic residents on that side of Harewood Road will be able to be let into courtesy gaps, as they back out of their residences. On our side It will enable much safer backing out from our Harewood Road residences ((into traffic light caused gaps). Although in the main traffic behaviour here is very good in these situations, as many cars use the middle lanes for traffic flow ease, or if they see you backing out will move over to give you room. Unfortunately there is also a sizable number "who haven't got a clue or any consideration for others" who in these situations just doggedly stay in their left lane when the right lane is clear for as far as one can see. The other disadvantages listed there could easily be argued against in a hearing, in the main, and the recognised difficult intersection at Breens Road/Wairakei Road intersection is no basis for not having lights on Harewood Road. (Why were the Sawyers Arms lights put there again without resolving the Harewood Road issue?)

I oppose Option 1 which will completely disrupt the traditional and local use of these roads by residents of the area. I already have to turn through the median gaps when coming from town to get to [REDACTED] and in heavy uncontrolled traffic it is almost as dangerous as being at the intersection. So to seek to get more locals to have to do this if the road median is closed off, is just going to increase the danger at these points. You have to be an experienced driver to make these turns (knowing you have to slow in a busy lane to turn into the alcove, sit there with front and back of your car exposed to crashes at both ends, and then get round into the left lane, and your driveway ahead of fast oncoming cars). It is certainly not a manoeuvre for little old ladies or inexperienced drivers, and you certainly cannot leave your trailer sticking out back in the duel carriageway you are turning off. The other lane drivers will never see it or be able to cross to the outer lane in heavy traffic in time, and even when driving correctly they come right up close behind ones car (as if they do not see the turn signals) and leave it to the very last moment before they look for the other lane. If that lane is already full of traffic they have nowhere to go. Legally they must stop behind my car till the way is clear, but they do not seem to have the skills or knowledge to do this often, and they just keep travelling so fast .(So TRAFFIC Lights will again be Beneficial if they slow the traffic down on average, and create gaps in the flow for others to slip into).

Postscript : Recent Accident Report I ask please that you include this short text below as an example in your summary report TO BRING SOME PROPER URGENT FOCUS TO SOLVING THIS INTERSECTION PROBLEM.

"On Tuesday 14 May 2019 at 9am, I was waiting at the Bus Stop next to Breen's Road waiting to catch the bus to Christchurch Airport. I heard a police car coming and on turning around I saw a green First Response Vehicle parked in the middle of the Harewood Road behind me at this Intersection. There had been an accident of some kind. A small car appeared stationery and turned backwards in the inner lane of the road as it goes west. A short time later as I went past the accident site in the bus, I was astounded to see the second car involved had clearly crossed the median strip some way down, gone at right angles across the two north side lanes, across the footpath and was firmly embedded in a big hole in a residential property fence. The mind boggles as to what sequence of events could have led to this serious outcome."

"The tragedy is that this cannot just be regarded as a minor incidence. If the North Side double lane leading into the city had been full with 2 fast moving lanes of traffic, as it often is at this hour of the morning, then that car accidentally crossing might well have led to a multicar major intersection pileup. There is no way the 2 lanes of cars could have stopped in the few seconds available. You would then have had the major injury or death, that you perversely want to have, to bump it up the Intersection Remediation Priority Rating. WHY WAIT FOR THIS? FIX IT NOW! NO MORE EVIDENCE NEEDED!!

submission) Brother 2Sister

Draft Annual Plan 2020-21 from Orchard, Michael and Janet organisation: Local Residents [REDACTED] behalf of: (combined

Submission #39053

MY ORDER OF PREFERENCE

1 Traffic Signals.

2 Leave As Is.

3 Left In/Left Out (with signalised Pedestrian Crossing). [ie Through Road must not be closed off.]

A. MY CREDENTIALS

My name is Michael John Orchard. I was born at our Reference Property - [REDACTED] and have lived there or regularly used transport there for most of my 70 years of life.

I have walked, biked, motor biked, motored,bused,and am still regularly using the family property (now owned by my sister Janet Orchard) for making motor and trailer journeys out of and back in to that entrance. We have taken a strong interest in the many changes over the years and accommodated these.

My wife and I used regularly all of the road parts and public shops mentioned, including having friends and relatives in both Gardeners Road and Breen's Road requiring vehicle use.

B. BASIC CONCERNS

Whilst I could comment on many aspects;-

My Main Concern is the Harewood/Breens/Gardeners Road intersection, which is highly dangerous for crossover traffic from the side roads (left turning traffic is easy, and right turning traffic is partly better off because of the double lanes),

Plus equally the proposal to single lane this busy main road, which seems like madness, and which I therefore strongly oppose!

submission) Brother 2Sister
Draft Annual Plan 2020-21 from Orchard, Michael and Janet organisation: Local Residents [REDACTED] behalf of: (combined

Submission #39053

The only Credible Solution here for both (and also the only one that will be really safe for cyclists) is Traffic Lights!

3.0 WHAT CURRENTLY WORKS WELL

Also I will comment that other than the aforementioned crossing, all of the rest of the road components along the entire length work really well and should not be changed! *Examples*

- Cotswold Avenue junction works well (both ways) - but only because double lane allows space for west turning traffic (main Harewood west moving users keep in left lane)

- New World turn in at Bishopdale works Ok - again only because single lane expands into two here and fast traffic coming out of the roundabout, veers to centre fast lane, allowing slower west turning traffic out from car parks (from a standing start) to stay left and safely gather speed.

- Leacroft Street same as Cotswold but in other direction (again works well because double lanes work well thinning out the traffic and main road travellers can see others turning on to it and shift lanes to accommodate them!)

- Crofton Road and Trafford St intersections work well as is, again because there is plenty of space from double lanes thinning out arriving traffic from the west, with slower or turning traffic going east keeping left and faster traffic wanting to move on to their destination staying in the faster central lane.

- This natural separation by having 2 lane roads makes for easy safe driving behaviour, which drivers generally maintain along this whole road length. (Same happens to drivers attitudes coming out of the Bishopdale Junction going west.)

- My submission summary is ALL ROUND **apart from the above mentioned intersection of Breens/ Gardiners Road which needs Lights as in Option 2**, HAREWOOD ROAD IS GENERALLY A VERY SAFE AND HIGHLY FUNCTIONAL ROAD AS IT IS AND THIS **SHOULD NOT BE MUCKED AROUND WITH!** (If there is a specific problem then fix that, (and also not get it illogically intertwined with some grandiose idea of national cycle ways in the future, which this short stretch of road surely cannot be a key part!). **I oppose Option 1 which will completely disrupt the traditional and local use of these roads by residents of the area.**

SEE FULL ORIGINAL INTERSECTION SUBMISSION BELOW here (which I visited and spoke to the

submission) Brother 2Sister
Draft Annual Plan 2020-21 from Orchard, Michael and Janet organisation: Local Residents [REDACTED] behalf of: (combined
Council on at the Original Hearing in 2009) Submission #39053

SEE THE BOTTOM OF THIS EMAIL PLEASE !

Yours sincerely

Michael John Orchard

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

ORIGINAL SUBMISSION ON THIS INTERSECTION AS PRESENTED TO COUNCIL in 2009 in Both Writing and Verbally at the
Hearing TO NOW BE FULLY INCLUDED AS PART OF THIS CURRENT SUBMISSION IN 2019 AS WELL. (Attached Below)

From: Porter, Janine [<mailto:Janine.Porter@ccc.govt.nz>] **On Behalf Of** Cycle Lane

Sent: 30 September 2009 2:27 PM

To: Michael & Janet Orchard

Subject: RE: HAREWOOD ROAD submission for Council Plans

[thank you for your submission - yes this has been received.](#)

[Janine](#)

From: Michael & Janet Orchard ([REDACTED])

Sent: Tuesday, 29 September 2009 1:05 pm

To: Cycle Lane

Subject: HAREWOOD ROAD submission for Council Plans

Importance: High

Please acknowledge by return, receipt of this submission. I will also post a printed copy.

Formal Submission on proposed Harewood Road Cycle Lane MICHAEL ORCHARD

Hearing Note: I wish to discuss the main points in my written submission at the hearings to be held during
week of Monday 2 November (but not sure if able to get over then -will be over at Labour Weekend and
probably also the week following the above- please schedule me in and I will then advise).

submission) Brother 2Sister
Draft Annual Plan 2020-21 from Orchard, Michael and Janet organisation: Local Residents [REDACTED] behalf of: (combined
Submission #39053

This is a personal submission.

1.0 CREDENTIALS

My name is Michael Orchard. I was born at our Reference Property - [REDACTED] and have lived there or regularly used transport there for most of my 60 years of life.

I have walked, biked, motor biked, motored, and am still regularly using the family property (now owned by my sister Janet Orchard) for making motor and trailer journeys out of and back in to that entrance. We have taken a strong interest in the many changes over the years and accommodated these.

My wife and I use regularly all of the road parts and public shops mentioned, including having friends and relatives in both Gardeners Road and Breens Road requiring vehicle use.

2.0 BASIC CONCERNS

Whilst I could comment on many aspects:-

My Main Concern is the Harewood/Breens/Gardeners Road intersection, which is highly dangerous for crossover traffic from the side roads (left turning traffic is easy, and right turning traffic is partly better off because of the double lanes),

Plus equally the proposal to single lane this busy main road, which seems like madness, and which I therefore strongly oppose!

The only Credible Solution here for both (and also the only one that will be really safe for cyclists) is Traffic Lights!

3.0 WHAT CURRENTLY WORKS WELL

submission) Brother 2Sister
Draft Annual Plan 2020-21 from Orchard, Michael and Janet organisation: Local Residents [REDACTED] behalf of: (combined

Submission #39053

Also I will comment that other than the aforementioned crossing, all of the rest of the road components along the entire length work really well and should not be changed! Examples

- Highsted Road corner's twin lanes separated going to town are good (going east)

- Cotswold Avenue junction works well (both ways) - but only because double lane allows space for west turning traffic (main Harewood west moving users keep in left lane)

- New World turn in at Bishopdale works Ok - again only because single lane expands into two here and fast traffic coming out of the roundabout, veers to centre fast lane, allowing slower west turning traffic out from car parks (from a standing start) to stay left and safely gather speed.

- Leacroft Street same as Cotswold but in other direction (again works well because double lanes work well thinning out the traffic and main road travellers can see others turning on to it and shift lanes to accommodate them!)

- Crofton Road and Trafford St intersections work well as is, again because there is plenty of space from double lanes thinning out arriving traffic from the west, with slower or turning traffic going east keeping left and faster traffic wanting to move on to their destination staying in the faster central lane.

- This natural separation by having 2 lane roads makes for easy safe driving behaviour, which drivers generally maintain along this whole road length. (Same happens to drivers attitudes coming out of the Bishopdale Junction going west.)

- My submission is ALL ROUND apart from the above mentioned intersection of Breens/ Gardiners Road HAREWOOD ROAD IS GENERALLY A VERY SAFE AND HIGHLY FUNCTIONAL ROAD AS IT IS AND THIS SHOULD NOT BE MUCKED AROUND WITH! (If there is a specific problem then fix that, and not get it illogically intertwined with some grandiose idea of national cycleways, which this short stretch of road surely cannot be a key part!) It will likely be a cheaper option in the long run anyway!

4.0 COUNCIL'S PRESENTATION OF PROPOSAL INFORMATION

I congratulate the Council on its comprehensive information that is available on -line! But many people including my sister at [REDACTED] cannot access this as they do not have computers and work out in country and cannot get to Council Offices in Working Hours to get all the necessary information.

Now I may be wrong (only brief glance of my sisters posted copy) but my concern is that the local residents would appear not to have been delivered the more detailed Section 155 options, so they could realize that there really

submission) Brother 2Sister

Draft Annual Plan 2020-21 from Orchard, Michael and Janet organisation: Local Residents [REDACTED] behalf of: (combined

were a lot of choices to be properly considered, that would have allowed the excellence traffic functionality of Harewood Road to be maintained as it is, as well as looking at options for improving cycle safety additionally. I refer specifically to traffic light possibilities.

Submission #39053

Council therefore must be castigated for not presenting in its formal information summary the fact that traffic light options are on the line for possible installation if support was shown (I can see no reference to it). *There should have been a genuine choice option which could have include retention of the double lanes plus installation of traffic lights! All 4 options for this busy main road change should have been presented fully to the people (astoundingly Council seems to have decided that there other 3 options would be too expensive, yet no costing information is given whatsoever, and they have only presented one that favoured their presumably internal staff only cycle way concept!)*

5.0 PRINCIPLE PURPOSE OF THESE ROADS MUST BE MAINTAINED

Council by its own summary in the documents recognizes Harewood Road as a busy "Main Arterial Road" and it has always been planned this way over a long period of time! *Accordingly it has been designed this way and works very functionally for this purpose. My submission is therefore that nothing should be changed that detracts from this purpose. No information is given as to the motorized traffic density in relation to cycle numbers, but it must be 100's of times that of any perceived cycle use, and is thus much more important for full motorised traffic use to be an efficient economically functioning city asset.*

This high density traffic very efficiently uses this presently twin laned road in a pretty safe and quick manner (a function of its wide road, long views and ability to change lanes in or out for the traffic to turn and flow with ease). *My submission is that it is inconceivable that Council seeks to decrease vehicle speeds (and as a consequence highway efficiency) and I am, and I am sure other using motorists would be totally opposed to this.*

Notes:- *The efficiency of traffic movement in Christchurch of recent years is becoming appalling, not just at rush hours now but virtually throughout all the day!*

Papanui Road, Main North Road, Johns Road near The Groynes are all hopeless for driving and engine efficiency, causing lots of pollution and time loss affecting the economy, plus increasing frustrations of motorists, and increasing their chance of risk taking causing accidents.).

My submission again is that it is inconceivable that Council (for whatever reason it is putting forward) would seek to put all that two lane traffic especially on the many busy periods during the day, onto one lane, really slowing down the whole flow of traffic enormously, which I am totally opposed too (and as a consequence traffic density problems of the type mentioned in my note will occur here as well).

6.0 IMPORTANT FUNCTIONING PROCESS OF TWIN LANE ROADS SHOULD BE RETAINED

submission) Brother 2Sister
Draft Annual Plan 2020-21 from Orchard, Michael and Janet organisation: Local Residents [REDACTED] behalf of: (combined

Submission #39053

Council has given no evidential understanding of why its original engineers and planners designed Harewood Road and others to be twin lane roads in the first place. Nor of the huge sunk cost of asset value that this represents. To change this twin lane plan now will devalue the purpose for which this road was created and therefore its economic return paybacks!

My submission notes the following positive behaviours on Harewood Road (from over the last 20 years of driving observations there) that support reasons for my submission points and the retention of the status quo!

- Drivers appreciate and are sensibly using safely the twin lanes safely at present.

- Faster drivers tend to drive in the centre lanes, and slower ones in outer lanes.

- This allows for sensible and easy passing behaviour of slower cars, and equally slower cars to pull in to a drive or slow down for left corners safely.

- It conversely provides easy access out of driveways or from side roads into the nearest lane, without interfering with total traffic flow.

- Because of long sight distances a great many regular considerate drivers especially pull over to the centre lane when they see a car wanting to access on to the main road (into the side lane), thus allowing one out quickly. [Unfortunately there are still a few with their brains in neutral, who have no idea how or why to pull over and allow even better optimal use of the roads).

- When exiting from [REDACTED] we have to back out with the cars or come out forward with the trailer (both actions take time) meaning you are stationary for a period in a lane when backing; or going out with a full trailer can only be done more slowly so the rubbish laden trailer does not bounce on curb edges! Entry into a single lane would make this much more difficult and slow process all round!

My submission is that also that because of the greater density of cars in a single lane, there will also be greater difficulty and greatly increased time for traffic turning from side roads, which is another negative effect of this Council proposal for a single lane, and so I am further opposed to it!

- It should be abundantly clear to planners and staff that mathematically if there is one lane, traffic will be twice as dense along it instead of being spread over two lanes. That will much more than halve the opportunity for a car to turn from a side road to the main road (compared with present "lane floating possible" now).

- Further with the opposing lanes travelling along the main road in both directions twice as dense and going much slower (as a consequence of higher density travel giving more nose to tail travel), then crossing a road to



submission) Brother 2Sister
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organisation: Local Residents [REDACTED] behalf of: (combined
turn into the opposite lane will be much more difficult because there will be fewer gap opportunities.

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- This effect will be maximized at the critical Breens /Gardeners Road junction where with only one lane, each way, with the increased traffic density in these lanes it will be no easier to make a full side road to side road crossing than at present (I believe it will actually make it more difficult to find a gap = longer waiting time). Hence real overall improvements in safety and vehicle crossing efficiency (including of cyclists) can only be achieved with traffic lights.

7.0 CYCLE WAYS

I have no objection in principle to cycleways, and generally think they are a good idea (I used to ride my own bike to Harewood School and back). [I will note general points on this proposed cycleway along Harewood Road later near the end of my submission.]

However Council in its general Brochure and project information sheet gives only general reasons for a cycle strategy for the area and my submission is that these are not sufficiently important to justify the loss of the twin laned function of the major arterial link of Harewood Road.

It is only in Attachment 1, possibly not circulated to residents in their envelopes (see my earlier notes on this) that would purport to give the real reason for this being a proposal by Breens Intermediate School, to its perceived pupil pedestrian and cycle crossings problem at the Breens/ Harewood Road corner.

My submission is that I object to this proposal on this basis and that Council has provided no evidence that gives a detailed breakdown of how many school pupils bike or walk across this area daily (needs to be a proper survey with complete diagram and summary details plus maps and numbers of all the arrival/departure types and specific routes taken, plus other options available to them to avoid or minimise any danger points.)

It is essential that Council have such a chart to present to answer questions at any hearing (would you please send me these details now if you have them already please.

My submission is there would have to be a very high individual and collective school pupil safety gain, to overcome the threshold of disruption that this proposal will cause to the current efficient movement of 12,000 vehicles along this main arterial route there! I cannot see how it could be justified on these grounds. I personally have not seen any cyclists (nor school pupils) crossing that road recently or really using Harewood Road either!

By Council's own report there has only been one cycle accident reported there in 10 years (and it does not say if that was caused by a third party vehicle.) I had two cycle accidents almost on that spot there myself when I was young and it was a 2 lane sealed road (one a bike malfunction when the mudguard wrapped around the front wheel collapsing it and quite badly hurting me, and the other when an overtaking car hit me and my

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bike head on sending me over his bonnet into the side of the road -no helmets in those days either.) In the latter the offending motorist was breaking the rules (Council should publish the full details of their one recorded accident, plus any annotated actual incident concerns that the school may have to help our understanding of where any real problems might lie, and thus check out real solutions!)

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7.1 Other Cycling Options

From a quick look at the map, while I am not familiar with the overall Christchurch Cycle plan proposals at this moment, for the Breen's Intermediate School situation at the moment. it would appear that:-

Isleworth Road provides a safe, straight attractive route to Farrington Avenue (and pedestrians or cyclists can cross at the pedestrian crossing to get to Highset Road).

Joining walkways (or use for cycleways) appear going in the other direction on my map from Hockey Street to Skyedale, or Chamwood Street to Harewood Road (on footpath to slip into Trafford St).

Yes if you want to get across Harewood Road it is always difficult but Traffic Lights are the only answer here (needed for vehicles too). Once across this junction then Gardeners Road provides a safe cycling access to Fairford and Cardrome streets which access on to the apparently desired Highset Road again.

My submission is that there are plenty of walk/cycle options around, without having to take out two whole vehicle lanes (presently carrying 6,000 vehicles or 3,000 each on average per day), so I am opposed to it on this basis.

By contrast there is so little use of the footpaths along Harewood Road that school pupils especially could use these for quite cycling on (and this would be much safer). They already ride down lanes like the one that goes past our place at [REDACTED] to Kingrove St. And in many areas now 'Walking Buses' are a new concept many pupils with parent helpers use. Breen's Intermediate could easily develop a code for pupils on bikes who lived along Harewood Road, to safely ride on the footpath for short distances (but how many of these pupils are there?)

In respect to general cycle ways I have yet to be shown an overall map and rationale that justifies good reasons for part of Harewood Road being an essential part of a Bigger Plan (can you post this information to me please!)

8.0 VEHICLE INTERSECTION SAFETY

By Council's own figures in Attachment 1, there have been 37 reported vehicle crashes in 4 years, with 8 being at

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the Breens/Harewood/Gardeners intersection and my submission is this is a much more important aspect to concentrate on.

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With Gardeners and Breens also carrying more sub arterial traffic (with increasing housing construction in the locality and people looking for faster through bypass routes), this pressure will only increase. My submission here is that the inadequate budget for this project must be increased and traffic lights installed.

One should add up the costs of those accidents already gone (and without change likely to occur again every 4 years in the future on average) and be proactive and justifiably add this monies justification to a traffic lights budget!

This will also automatically solve the schools main concerns!!

Whilst Council's reports for options 2 or 3 relating to Traffic Light possibilities note " that nose- to- tail crashes are likely to increase" this may be true ,but is not quantified (could be very few) and would not likely be any different or worse than say Greer's Road /Harewood Road intersection or any other one on a main road like Blenheim road, etc. My submission therefore is that this is not a logically valid reason for not implementing a traffic light option. Neither is the consideration of increased noise (Harewood Road already very noisy at peak periods if you live nearby as we do) from take off or stopping at lights (how is this different from any other set of lights?) Ideally these lights can be set on long Harewood Road green runs, with more occasional car triggered (or pedestrian/cycle push buttons) green light periods on side streets. Restriction of Parking should not be considered an issue as there is miles of road for this, even if they need another minutes walk, and there are parks on the side roads around the corner and they all have their own driveways (it is not Wellington windy street hill country!)

Increasing Safety at the site, whilst keeping current two lane flow capability must be the main objective!

9.0 PEDESTRIAN CROSSING OPTIONS FOR HAREWOOD ROAD

This is an important topic as part of these general proposals. I support anything done to make this safer, except single laning of the main road, here at the Breens/Gardeners Road Junction.

Existing use by the few (I have never seen anyone else cross road much) is when coming back from shops or bus, too cross to north side by judging traffic easily to cross between, first to the big wide safe tree lined avenue, then the same again to the far side.

Traffic lights are the only real answer at the junction if overall use and problems seem to be so high (and users would then have three main places to decide to cross Harewood Road, with this point then being the most safe (also have special places at Bishopdale and Trafford Street where shops).



submission) Brother Sister
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*Failing that my submission is I support any pedestrian improvements here (that do not reduce lane numbers).
My submission further is that if it is this point is regarded so important to the school for pedestrian and
possibly walked school bike crossing, then a proper PEDESTRIAN CROSSING should be additionally
installed.*

*Also traffic police could more regularly do speed enforcement here (recently they regularly used to hide on our
property behind the hedge of [REDACTED] with their hand held speed guns and teams of 3 with one
measuring, one waving down offenders and a car down the road to ticket them - I think they set it at a 60
kph trigger -about average for good traffic flows around town now!) [I remember ridiculous early days in my
youth when traffic officers would give older car drivers tickets for a leisurely 33 mph Saturday afternoon drive
down Papanui Road.] My submission is regularly parked "show your speed " trailers could be placed on the
road edges again or at School time it could become a Special 40KPH Flashing Light School Zone like at
Harewood School and on the West Coast. Surely this is the best way for the traffic to be slowed and take note
when needed.*

**** In deciding this pedestrian option Council must first evaluate how well the similar Highsted Junction
/Bishopdale one works. It would appear to me that this would have a higher person and bike crossing density,
and while working well for the divided twin lane on the Service Station Side, I fail to see how people cross
safely from the New world Side, even though it is single lane (as lines of sight are short, cars race around here,
and the view with trees on the Roundabout is distracting!)*

*My formal submission here additionally for maximum safety is that, in a retained twin lane option (if no traffic
lights), there be no cycleways on Harewood Road, but that all spare space be used to put a fully engineered
divided twin lane option (mimicking Bishopdale one on Service Station side).*

*This to be on both sides of Harewood Road, as well as a centre crossing point as shown on your plan (and this
be supported by the devices mentioned above)*

*This needs to be built on only one side for efficiency and cost minimization and best lines of sight, being
EAST side of Breens/Gardeners Junction on Harewood Road.*

10.0 PROPOSED OPTION COSTING

*In undertaking costing of these options Council must not regard them in isolation, nor previous costs as sunk
costs (presumably they are being depreciated, and still justifying the efficient and safe traffic flow reasons for
which they have been put in!) My submission is that the cost of a traffic light option must be regarded only as
the final construction safety chapter for this road, and the % of this in the overall Harewood Road Construction
Major Construction Project, including the Roundabout at Bishopdale, and the Twin Laned Harewood Road with
median strip and plantings etc, which must be all CPI adjusted to today's prices, and considered against this
overall background. This will show that the Traffic Light option is relatively cheap, and if not able to be afforded
now, the project should be postponed till money from an annual rates pool builds up (how many Flower Shows
and Developer land purchases could we have forgone if Council is genuine about safety concerns at this key
intersection?) Additional Annual Plan Supplementary Expenditure must be considered if required and
important!*

Item 8

Attachment E

submission) Brother 2Sister

Draft Annual Plan 2020-21 from Orchard, Michael and Janet organisation: Local Residents [REDACTED] behalf of: (combined

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Further no proper costed options for any are given by Council (and appallingly the public are not even given any physical options to consider, but just asked to comment on one proposed option). This is appalling disregard of due democratic process and more importantly common sense! My first submission here is that options retaining Two Lanes each side only be considered with crossing safety and traffic efficiency fully overriding any suggestions of "nice to have cycle ways". (generally with the space available these are mutually incompatible and with traffic lights installed other cycle routes have been identified).

My further economic submission is that costing cannot be made on the costs of traffic lights alone, but take account of the following correct long term items:-

(1) Existing road structure will be generating an efficiency of economic effort, which must be costed and given a value. Safety deficiencies (cost of accidents can be deducted from this value.)

(11) The Single proposal put forward in the Brochure must be costed, but the increased cost of extra works plus economic value lost because of the slowing and inefficiency of traffic movement must be added. There are still safety deficiencies in this proposal to be deducted, (despite all the too be costed items of expenditure).

(111) Item (1) existing road structure benefits with addition of a traffic light option only should be costed as the Preferred option on my submission recommendation (all cycleway preparation costs to be excluded - these should separated out for noting in a stand alone capacity only). No safety deductions have to be costed here, except for a small nose and tail crash component.)

(1X) Then the full cost of (111) can be brought to the table and the necessary marginal extra cost (if any) calculated and the full Council Support sought for the additional funds sought for Traffic Lights, (or monies saved, and existing funds banked, with the proposal deferred until the necessary full amount was available.)

11.0 COUNCIL SUBMITTED OPTION MODIFICATION NEEDED

Although I am totally opposed to this Single Lane Option Proposal, if it (unfortunately) went ahead. there are some key points of modification in relation to best space use and safety that need to be made!

11.1 Car parking lanes are too narrow for safety (here and on other new roads). Just look at the from behind view - right wheels are virtually on the painted white lines - when you open your car door you have to open it wide into the traffic lane -very dangerous, and then you have to step out into this traffic and sidle along your car to the end, all actually on the busy road way. At least double lanes allow driver to see you and react by moving over further to their right!)

submission) Brother 2Sister

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Submission #39053

11.2 Bike lanes if added would be just as dangerous to both motorist and cyclist for it is very hard to detect a fast moving cyclist in the rear vision mirror especially as they get close. It is the classic quick open of the door and catch them on it! Cars are much easier to see in the mirror , and they can move over easier whereas most cyclists don't and they are often wanting to keep close to the line away from the traffic. Bike lanes should be further moved out from the carpark lane!

11.3 If cars had a single lane it must be moved further away from the road edge towards the median strip, to leave more room for car parking and cycle lanes, plus left turning lanes.

11.4 Valuable space must not be wasted adjacent the medium strips (no chevron markings should be painted there). The middle lane adjacent these is currently the faster traffic lane, and works fine with cars driving close to the medium strip -they should continue here! All spare space should be used to provide wider car parks on the road side (with safe door opening widths), and have the cycle lane be pushed further out, with a double or wider line separating this from the car lane, to focus the attention of motorists to its purpose!

11.5 Traffic Lights are an essential extra item for vehicle and person SAFETY at the Breens/ Gardeners Road corner!! Traffic Lights here will additionally give better time gaps at all other intersections mentioned, making the whole Harewood Road area safer.

12.0 MY SUMMARY (detailed line by line "Submission Statements" still uplifted from each Topic Statement please)

12.1 Totally Opposed to Loss of Current Twin Laned Harewood Road.

12.2 Therefore Cannot Support Council's Current Proposal.

12.3 Efficient Current Use of Harewood Road Cannot Be Compromised By a Cycleway Proposal. (No Room!)

12.4 Breens Road School Issues are Entirely Unrelated And Must Not Be Considered For Decision Making In The Same Context.

12.5 Breens / Gardeners Road Junction Is An Unsafe Area and Traffic Lights should Be Installed Without Delay (Solves All Problems).

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12.6 Plenty of Other Routes in the Area Would Make Good Cycleways (without losing 3,000 vehicle movements per lane day, over 2 lanes).

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12.7 Chevrons Must Be Deleted from the Plan (and Carparking and Cycle Ways Widened Accordingly). *Only if this option which I oppose went ahead!*

FOOTNOTE

[Of historic interest Harewood Road was once the dray road to bring logs across the plains (went through Eyrewell Forest) from Harewood Forest (now Oxford Forest) at Oxford. In later years [REDACTED] on our opposite corner (previously Davidson's), was once an Ostrich Farm 1900's for ladies fashion feather trade, then NZ's first Experimental Fruit Research Site, then a Fruit and Poultry farm (once with a large historic monkey puzzle outside until Council with its lack of tree management ability, sealed over the roots, and it died - I still hold the large tree discs here to polish up for a District timeline history one day), then a Rest Home, and now NZ's first Charity Hospital, so it is all important, including the median strip with its attractive oaks and daffodils. Future change, if needed and justified must be really functional and in keeping with the District's Special Character!]

Yours faithfully

Michael Orchard

Michael Orchard

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Submissions received on Wheels to Wings Major Cycle Route, February 2021
Heard Submissions (not scheduled)

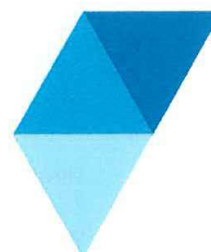
Submission Number	Feedback	First name	Last name	Group/Organisation
39015 (Att)	<p>Apart from the desperately needed traffic lights at the Harewood/Breens intersection, the rest of the plan is absolutely ridiculous! When will you stop just thinking about cyclist and start thinking about everyone?</p> <p>Please see attached a map outlining all the traffic issues the cycleway will create between Nunweek Blvd and Breens Rd. Everything has been worked to scale using the council map plans.</p> <p>Please see attached my submission I have prepared which outline my opposition to the proposed route but also offers an alternative solution which I strongly believe should be considered.</p>	Julian	Allom	

Submissions received on Wheels to Wings Major Cycle Route, February 2021
Heard Submissions (not scheduled)

Submission Number	Feedback	First name	Last name	Group/Organisation
39011 (Att)	Please find attached the Ministry of Educations submission on the Wheels to Wings Major Cycleway – Papanui ki Waiwhetū.	Simon	Cruickshank	Ministry of Education

Submission #39011

Sensitivity: General



Feedback on the Wheels to Wings - Papanui ki Waiwhetū Major Cycleway

To: Christchurch City Council

Name of submitter: Ministry of Education ('the Ministry')

Address for service: PO Box 2522
Addington
Christchurch 8140

Attention: Simon Cruickshank



This is the Ministry of Education's ('the Ministry') feedback on the Wheels to Wings - Papanui ki Waiwhetū Major Cycleway by the Christchurch City Council.

The Ministry welcomes the opportunity to provide feedback on the Wheels to Wings - Papanui ki Waiwhetū Major Cycleway ('the cycleway'). The Ministry is generally supportive of infrastructure that facilitates active transport and improves the safety of school staff and students travelling to and from school subject to the comments below.

Background

The Ministry is the Government's lead advisor on the New Zealand education system, shaping direction for education agencies and providers and contributing to the Government's goals for education. The Ministry assesses population changes, school roll fluctuations and other trends and challenges impacting on education provision at all levels of the education network to identify changing needs within the network so the Ministry can respond effectively.

The Ministry has responsibility for all education property owned by the Crown. This involves managing the existing property portfolio, upgrading and improving the portfolio, purchasing and constructing new property to meet increased demand, identifying and disposing of surplus State school sector property and managing teacher and caretaker housing. The Ministry is therefore a considerable stakeholder in terms of activities that may impact on existing and future educational facilities and assets in Christchurch City.

Given the Ministry's overall purpose, it has a strong interest in how educational facilities are operated in Christchurch City over the next ten years. The Ministry is eager to ensure that the opportunity to share existing school sports facilities with the wider community is highlighted in the country's planning and strategic documents, in a way that recognises and reflects that all educational facilities are important community assets and play a vital role within their communities.



Item 8

Attachment E

Sensitivity: General

The cycleway's relevance to Ministry property:

The proposed cycleway connects Christchurch Airport to a wider network of cycleways across Christchurch. The cycleway passes the frontage of Harewood School and there are five additional schools nearby on adjacent streets: Cotswold School, Breens School, Bishopdale School, Isleworth School and Papanui High School (see Figure 1 below).

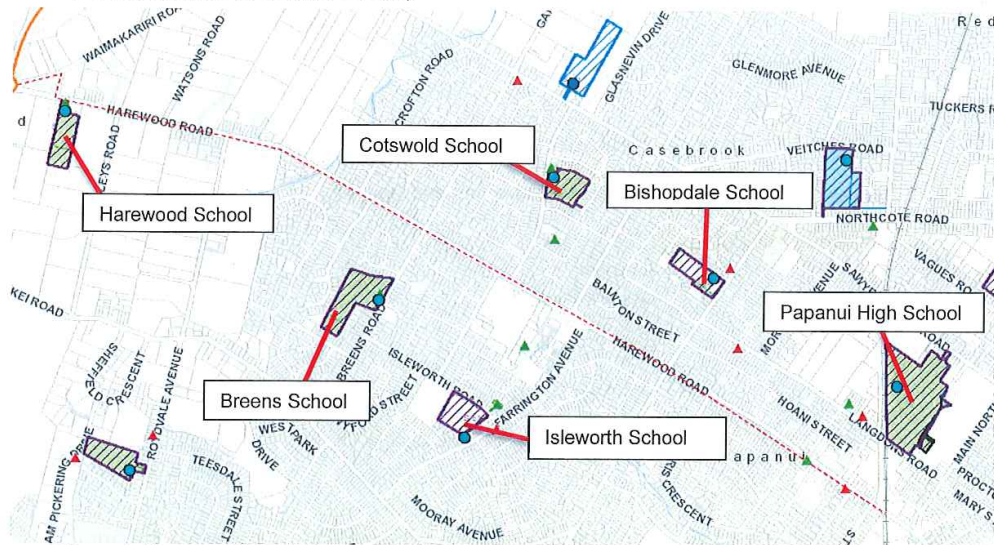


Figure 1: Harewood School, Cotswold School, Breens School, Bishopdale School, Isleworth School and Papanui High School in relation to the proposed cycleway (red dotted line).

Of relevance to the Ministry are the following matters:

- **Safety:**

The proposed cycleway is likely to improve the safety of school staff and students travelling by bike to and from the relevant schools through the creation of a cycle route.

In particular, the establishment of traffic lights at two intersections along Harewood Road at the Gardiners/Breens Road and Wooldridge Road intersections, partial signalling at the Bishopdale roundabout, and upgrading the Greers/Harewood Road intersection, is expected to increase the safety of school staff and students commuting to and from schools by bicycle, foot, or vehicle in these areas. Although this is beneficial to safety, Harewood Road experiences heavy traffic flows and additional traffic signals along the road may potentially result in increased traffic congestion.

A signalised pedestrian and cyclist crossing on a raised platform outside Harewood School is also proposed to replace an existing Kea crossing. The signalised crossing is likely to result in safety improvements for staff and students commuting to and from Harewood School. Although it is noted that that many cars currently ignore the Kea crossing.

An extension of the 40km/h school zone speed limit surrounding Harewood School is also proposed. The Ministry recognises that traffic speeds are a concern to the safety of school staff and students and this proposed extension will likely improve safety for staff and students.

As a result of the proposed changes to the road layout on Harewood Road, there is the potential that vehicles may use alternative routes which may increase traffic congestion on adjacent streets. This may raise further safety issues for school staff and students travelling to and from school on these adjacent streets. The impact of the proposal on surrounding streets and the subsequent need for additional traffic safety provisions should be considered accordingly.

Sensitivity: General

- **Car parking:**

It is noted that the removal of car parking is proposed primarily along one side of Waimakariri Road near Harewood School. The Ministry has some concerns that if these car parks are to be removed it will likely reduce the availability of parking during school drop off and pick up times which may result in increased traffic congestion and safety issues.

P3 car parking Harewood Road directly adjacent to Harewood School opposite Waimakariri Road is to be retained which the Ministry supports to enable efficient drop off and pick up of students at the school.

- **Active transport:**

The Ministry supports active modes of transport such as walking and cycling. Overall, the cycleway is envisioned to be of benefit to the schools as it is likely to facilitate active transport and create a safer and more amenable route to travel to and from the relevant schools.

- **Construction effects:**

It is unclear how the construction of the cycleway, and in particular, the signalised crossing outside Harewood School will be undertaken. Construction activities around Harewood School have the potential to result in accessibility issues to the school, dust and noise impacts on the school, as well as potential impacts on the safety of school staff and students travelling in the area due to the use of heavy machinery as well as the need to use potential alternative accessways to the school.

The Ministry's feedback:

Overall, the Ministry's position is generally supportive of the cycleway as infrastructure that facilitates active transport and improves the safety of school staff and students travelling to and from school however notes the following specific provisions.

The Ministry is supportive of the following matters:

- Proposed safety provisions including traffic signals outside Harewood School;
- The extension of the 40km/h school zone speed limit surrounding Harewood School;
- The retention of existing P3 car parking outside Harewood School; and
- Infrastructure that facilitates active transport.

The Ministry requests that:

- The impact of the proposal on surrounding streets is considered and the subsequent need for additional traffic safety provisions is provided for.
- Consideration is given to car parking around Harewood School and how the proposed cycleway may impact on any removal of carparking.
- Any construction activities and consequent effects are appropriately managed and consider schools in the area.

Harewood School also wishes to highlight concerns surrounding vehicle compliance with traffic and pedestrian safety provisions around the school.

The Ministry encourages early engagement with the Ministry and local schools around proposed developments. For any property-related matters, the Ministry should always be contacted in the first instance, as landowner. The Ministry will then ensure that a coordinated approach is taken with wider Ministry and school involvement in collaboration with Council going forward. The key Ministry contact person is Stuart Graham. Contact details for Stuart are:

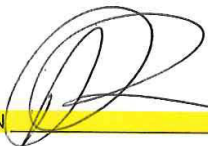
Submission #39011

Sensitivity: General

Stuart Graham
Infrastructure Manager- Asset Planning

The Ministry looks forward to working with Christchurch City Council to ensure the appropriate development of cycleways throughout Christchurch.

The Ministry wishes to be heard in support of their submission.


SIGN

Simon Cruickshank
Regional Infrastructure Manager- Southern Education Infrastructure Service

Date: 01/03/2021

Letter

4

Submissions received on Wheels to Wings Major Cycle Route, February 2021

Heard Submissions (not scheduled)

Submission Number	Feedback	First name	Last name	Group/Organisation
38833	<p>Support reducing Harewood Road to one lane in each direction in order to retain parking as well as cycle lanes. Harewood Road is not sufficiently busy to justify two lanes in each direction, by a large margin.</p> <p>Design issues:</p> <p>The existing shared path along Whitchurch Place should be widened to at least 3 metres. 2m is woefully undersized for bidirectional cycle traffic with pedestrians, and is narrower than any other section along the route, including even the one-way cycle lanes. It also doesn't meet CCC's own Christchurch Cycle Design Guidelines which state a shared path should be at least 3-3.5 metres wide.</p> <p>Cyclist priority is preferred at the intersections with Chapel and Sails Streets. The one-directional nature of traffic and calming features (kerbs and raised paving for vehicles) should enable safe cyclist priority. Cyclist give way should be avoided particularly at Chapel St where the proposed design expects cyclists to keep track of turning vehicles both oncoming and approaching from behind. It is also a reduction in level of service versus just riding on the road, which will result in reduced usage.</p> <p>Wherever cyclists are to ride over kerb cutdowns, e.g. at the lights at Bishopdale 'roundabout,' these must be designed to be as smooth and comfortable as possible, with no sharp angles either at the interface with the surrounding pavement, or in the kerb cutdown itself. They should be a smooth, rounded shape (any angles should be curved with a radius greater than a typical bicycle wheel to prevent jolting) with a smooth, rounded transition to the surrounding pavement.</p> <p>The existing shared path on the east side of Waimakariri Road and around to Harewood Road is heavily obstructed with service poles. Is relocation or undergrounding of these services included in this project? The current configuration will not work with the expected increased usage as there is not enough room to pass in the vicinity of the poles. They also present a general collision risk as they are just scattered within the shared path boundary.</p> <p>The design for the Harewood Rd roundabout looks very slow to traverse, requiring cyclists to cross at least four traffic signals within a very short period, all presumably with long delay factors. While I'm sure it is out of the scope of the project, the better solution would be to do away with the entire current roundabout and replace with with a couple of traffic-light T intersections, or 1 intersection and a left in left out. This would be far simpler and faster for everyone involved.</p> <p>There is a lot of swapping from side to side, and between one way and two way cycleways, throughout the route, which will be slow. Aside from the Harewood Road roundabout design, there are three other locations where cyclists have to swap to the other side or convert from one way to two way, with more delays. It would be far better to maintain the cycleway on the same side, and with the same one way or two way design, as much as possible. This route is geared towards airport commuters, but I can see many people not bothering with an extra half an hour on their commute waiting at lights, so will just continue to use the road.</p>	Liam	Blackett	
38730	<p>The CCC have had some outrageous plans for Christchurch however this must be the most ridiculous plan to date.</p> <p>Harewood Road is one of the busiest roads in the city and you are suggesting to reduce it from 4 to 2 lanes in beyond belief.</p> <p>I would have thought that at some stage you would have tested this out by closing 1 lane on each side of the road just to</p> <p>see how crazy this plan is. By all means put in a cycle lane if you think it is warranted, along the grass verge would be ideal as no one uses that to walk on, however the area you are talking about is mostly elderly citizens and they do not ride bikes. Children do not ride bikes to school, most parents deliver them to the school gate and collect them after school.</p> <p>The plan for lights at the Bishopdale roundabout for cyclist will just add another buildup of traffic right back to Papanui Road and along Greers Road.</p> <p>Now that there is a shopping centre in Langdons Road there is an increase of traffic up and down that road and changing access to Wilmot, Sails and Chapel Streets will just compound traffic problems and the flow of traffic.</p> <p>I would also like to know what will happened when the 1 lane is being used by the trucks collecting rubbish bins etc. and the traffic backs up as it cannot pass. The buses are another problem, they will use road space when picking up or dropping off passengers, and God forbid that the Emergency Services would require the use of the road between 6 a.m. until 9.30 a.m. and 2.30p.m and 6.30p.m.</p>	Glenis	Worling	

Submissions received on Wheels to Wings Major Cycle Route, February 2021

Heard Submissions (not scheduled)

	<p>Perhaps it is the councils plan to ask those services NOT to use Harewood Road or that accidents DO NOT happen on Harewood Road. Good luck with that I say.</p> <p>After speaking to those council members at the Bishopdale Community Centre regarding this matter most of them admitted that they themselves did not live in the area and they had no idea of the traffic flow through the affected area.</p> <p>To add to this, the proposed 50% of funds from Government (Roads & Transport) is not guaranteed (just a maybe we were told) therefor that should be the first area the Council should be looking at, before having plans drawn up and ratepayers money wasted on time and money for something that funds have not been approved for. This would be the first plan of action for any sensible person or Council when making plans to undertake even minor purchases, upgrades or repairs to the city, and taking into consideration, can the rate payers afford another increase. As a Christchurch City ratepayer I am appalled that such a plan was even thought of from those in the council.</p> <p>It certainly goes to show that the councillors have no idea what goes on in the city and that they have so little regard for the rate payers or that we, the ratepayers are paying for a plan that is certainly not required.</p> <p>As has shown, the councils plans for the city centre have failed completely and people do not go into the city town area unless really necessary. Again, another complete waste of rate payers money.</p> <p>As a rate payer of the CCC I do not have an excess of funds to pay an increase in rates when the council think that they require to add to my already over the top rates account.</p> <p>The only reasonable idea in the whole plan is the installation of lights at Harewood Road, Breens Road corner. This has been asked for on numerous occasions and we have always been told it was not required or was too expensive, however now it would seem that the council agrees that it is a good idea.</p> <p>If this plan goes ahead then the city of Christchurch is doomed and the end result is that it will be the fault of the Christchurch City Council. They have already destroyed the city centre and they certainly have not learnt from that mistake. It is a shame as Christchurch was once a place to enjoy, now there is little joy in any area and the council is destroying the city suburb by suburb.</p>			
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Submissions received on Wheels to Wings Major Cycle Route, February 2021

Heard Submissions (not scheduled)

Submission Number	Feedback	First name	Last name	Group/Organisation
38501	There are too many complications created by the suggested changes. Harewood Road traffic is so busy already causing traffic congestion so badly on Greers Road it is surprising that people have not been killed. I have lived at my present address for fifty eight years opposite Langdons Road & short distance from Bishopdale School. I stopped driving twelve months ago, cannot walk for too far to the bus am restricted to taxi travel. Previous to here I lived at [REDACTED] for 9 years facing Elliot St am against making that a cul de sac. Funeral director on one corner and my dentist on the opposite side. I like a lot of Bishopdale Residents was young when we built here now we are old and need parks for our helpers we no longer count but I have paid a lot of rates in these 58 years.	Velda	Lomax	
38500 (Att)	<p>SUBMISSION ON THE WHEELS TO WINGS CYCLEWAY</p> <p>Introduction</p> <p>Christchurch International Airport Limited ("CIAL") wishes to thank Christchurch City Council for the opportunity to provide a submission to the Wheels to Wings Cycleway (Harewood Road).</p> <p>Christchurch International Airport Limited is supportive of the Wheels to Wings cycleway.</p> <p>3 Addressing climate change</p> <p>As a company, we accept the role carbon dioxide and other greenhouse gases play in climate change. We also believe in the science behind climate change.</p> <p>We have committed to eliminating all non-emergency related direct carbon emissions, reducing carbon emissions from the electricity we purchase, and managing all other indirect carbon emissions across campus. This includes ground access emissions, namely those emissions that arise from people travelling on land to and from Christchurch Airport.</p> <p>Annually, we have approximately 3,585, 380 land-based traffic movements at the airport – this includes private vehicles, commercial vehicles, taxis, rental cars, busses, shuttles, and staff commutes. This equates to approximately 26,777 tCO2e per annum. This is the second largest source of carbon emissions created at the airport, second only to air travel.</p> <p>As an Airport, we have spent the past 10 years working on our own operational footprint and our Scope 1 and Scope 2 emission reductions align with the global science-based targets to keep temperatures within 1.5 degrees.</p> <p>With aircraft decarbonisation technology still some years away, we need to look at every other available means of reducing emissions. If emissions reduction actions can be taken now, then we should be supporting them. Every bit counts.</p> <p>Like the Climate Commission, we believe now is the time to align actions with our targets to reduce emissions. Emissions from domestic transport in New Zealand have continued to rise even as emissions from other sectors have stabilised or decreased. Alongside encouraging an uptake of electric vehicles, we need to encourage switching to walking, cycling and public transport.</p> <p>4 Safety of our people</p> <p>Christchurch Airport is supportive of the proposed cycleway to the Airport. It will provide a safe separated pathway for staff and customers alike, that will reduce carbon emissions from the reduction in motor vehicles. In addition, there are numerous associated benefits from cycling which we also support – namely health improvements, cost savings, and less cars on the road.</p> <p>At Christchurch Airport we also have staff that currently cycle who would be grateful for the safety improvements that separated cycle connections would bring. Likewise, across our campus and airport customers, there will be more cyclists, and more members of the public who do not currently cycle because they consider it unsafe. A separated cycleway would allow potential cyclists a space where they could feel confident on the road, and a chance to further reduce land transport emissions.</p> <p>At present, one of the main routes to CIAL is along Memorial Avenue, which is incredibly dangerous for cyclists who find themselves between two lanes of fast traffic and the threat of parked vehicles opening their doors onto them. That is a significant barrier for people considering cycling to and from the airport. CIAL made a</p>	Claire	Waghorn	Christchurch International Airport

Submissions received on Wheels to Wings Major Cycle Route, February 2021

Heard Submissions (not scheduled)

	<p>submission to this effect as part of our submission to the 2018 Long Term Plan. We believe separated cycleways are a step in the right direction. We look forward to a day when more passengers and staff see cycling as a viable and safe way to travel to and from Christchurch Airport.</p> <p>5 Cyclists as rate payers A lot of the discussion to date has focussed on an inconvenience for business parking, and car drivers. We would like to acknowledge that cyclists are customers and rate payers as well, they deserve funding to go towards infrastructure that supports their safe mobility.</p> <p>At the airport we would welcome more cyclists. Not only do they represent less people in cars, and as such less congestion, but they make great customers with reduced carbon footprints.</p> <p>6 Future discussion Christchurch Airport strongly supports separated cycleway connections, and should there be any further design amendments, or future cycleway route planning, we would very much appreciate being involved in the process.</p> <p>CIAL does wish to be heard in support of this submission.</p>			
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PO Box 14001
Christchurch 8544
New Zealand
Telephone (+64 3) 358 5029
christchurchairport.co.nz

SUBMISSION ON THE WHEELS TO WINGS CYCLEWAY

To: Christchurch City Council
53 Hereford Street
Christchurch 8013

Name: CHRISTCHURCH INTERNATIONAL AIRPORT LIMITED

Address: Christchurch International Airport Ltd
PO Box 14001
Christchurch (For the attention of: C Waghorn & F. Blackmore)

Introduction

1 Christchurch International Airport Limited ("CIAL") wishes to thank Christchurch City Council for the opportunity to provide a submission to the Wheels to Wings Cycleway (Harewood Road).

2 Christchurch International Airport Limited is **supportive** of the Wheels to Wings cycleway.

3 *Addressing climate change*

As a company, we accept the role carbon dioxide and other greenhouse gases play in climate change. We also believe in the science behind climate change.

We have committed to eliminating all non-emergency related direct carbon emissions, reducing carbon emissions from the electricity we purchase, and managing all other indirect carbon emissions across campus. This includes ground access emissions, namely those emissions that arise from people travelling on land to and from Christchurch Airport.

Annually, we have approximately 3,585, 380 land-based traffic movements at the airport – this includes private vehicles, commercial vehicles, taxis, rental cars, busses, shuttles, and staff commutes.

Submission #38500

This equates to approximately 26,777 tCO₂e per annum. This is the second largest source of carbon emissions created at the airport, second only to air travel.

As an Airport, we have spent the past 10 years working on our own operational footprint and our Scope 1 and Scope 2 emission reductions align with the global science-based targets to keep temperatures within 1.5 degrees.

With aircraft decarbonisation technology still some years away, we need to look at every other available means of reducing emissions. If emissions reduction actions can be taken now, then we should be supporting them. Every bit counts.

Like the Climate Commission, we believe now is the time to align actions with our targets to reduce emissions. Emissions from domestic transport in New Zealand have continued to rise even as emissions from other sectors have stabilised or decreased. Alongside encouraging an uptake of electric vehicles, we need to encourage switching to walking, cycling and public transport.

4 *Safety of our people*

Christchurch Airport is supportive of the proposed cycleway to the Airport. It will provide a safe separated pathway for staff and customers alike, that will reduce carbon emissions from the reduction in motor vehicles. In addition, there are numerous associated benefits from cycling which we also support – namely health improvements, cost savings, and less cars on the road.

At Christchurch Airport we also have staff that currently cycle who would be grateful for the safety improvements that separated cycle connections would bring. Likewise, across our campus and airport customers, there will be more cyclists, and more members of the public who do not currently cycle because they consider it unsafe. A separated cycleway would allow potential cyclists a space where they could feel confident on the road, and a chance to further reduce land transport emissions.

At present, one of the main routes to CIAL is along Memorial Avenue, which is incredibly dangerous for cyclists who find themselves between two lanes of fast traffic and the threat of parked vehicles opening their doors onto them. That is a significant barrier for people considering cycling to and from the airport. CIAL made a submission to this effect as part of our submission to the 2018 Long Term Plan. We believe separated cycleways are a step in the right direction. We look forward to a day when more passengers and staff see cycling as a viable and safe way to travel to and from Christchurch Airport.

5 *Cyclists as rate payers*

A lot of the discussion to date has focussed on an inconvenience for business parking, and car drivers. We would like to acknowledge that cyclists are customers and rate payers as well, they deserve funding to go towards infrastructure that supports their safe mobility.

At the airport we would welcome more cyclists. Not only do they represent less people in cars, and as such less congestion, but they make great customers with reduced carbon footprints.

6 *Future discussion*

Submission #38500

Christchurch Airport strongly supports separated cycleway connections, and should there be any further design amendments, or future cycleway route planning, we would very much appreciate being involved in the process.

3 CIAL **does** wish to be heard in support of this submission.

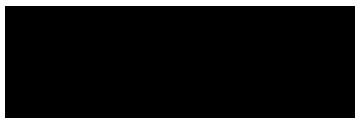
Dated 9 March 2021

Claire Waghorn
Sustainable Transition Leader
Christchurch International Airport Limited

Felicity Blackmore
Environment and Planning Manager
Christchurch International Airport Limited

Address for service:

PO Box 14001
Christchurch 8544



Submissions received on Wheels to Wings Major Cycle Route, February 2021
Heard Submissions (not scheduled)

Submission Number	Feedback	First name	Last name	Group/Organisation
38422 (Att)	We have attached our feedback below and would like a written response Thank you Paul and Catherine Callaghan	Paul	Callaghan	

Submission #38422

Item 8

Attachment E

We wish to lodge an objection to the Wings to Wheels program.

We understand the commitment was made in 2010 but this is 12 years later and to not reflect on the new needs of the community with what has changed since (Post Earthquakes, terror activity and Covid pandemic), is extremely disappointing.

Point 1 : Population demographics

Your information outlines that cycle ways have been shown to reduce pollution and improve overall health of the population. Generically this is true, but it relies on the assumptions that there is a population density which will contain a significant part of the population that can and will change to cycling.

The demographic of people working in the city is different to the demographic of the residents who live out north west. Since 2010 there is a higher proportion of independent living, residential and older age residents who are unable to cycle and rely on motorised individual or public transport. This part of the population are unlikely to be able (even if willing) to change their mode of travel to cycling.

Point 2 : Usage of the road

This plan is focused on the cycleways for commuting to and from either work or place of study. Since 2010, the mode of teaching at universities has swung to online and the work places more dispersed. There is no identified group or study showing the actual numbers of people expected to use this cycleway and where they may come from.

This report also assumes the type of road usage for can be interchanged to cycling. There are a number of small eateries along Harewood road that rely on takeaway coffees or people being able to have lunch and return to their workplace within their lunch hours. I suggest that this group of the population that use the road during the day are also unlikely to be able to change their mode of travel due to time restrictions. Further reducing parking along this road will adversely impact local business and ultimately the community that this initiative is trying to serve.

Local businesses rely on high volume of turnover, such as Copenhagen Bakery, which often is people stopping through for takeaway lunches and coffees. People will not be able to pass by and stop for a food/beverages with cycling. The local businesses are likely to suffer.

Point 3 : Safety Impacts from increase pedestrian/Cycle and traffic congestion

This plan will actively increase the pedestrian/cycle and traffic congestion on a main arterial route. This approach will increase safety risks of serious incidents occurring. Working in the transport logistics industry for some time, this cycle way on a main road seems to fly in the face of safety principles which surround separating these modes of transport.

Point 4 : Alternative to cycleway on main road

Submission #38422

If a cycle way is justified, then why align it with a major traffic road. Has it been considered to have a 'wings to wheels' cycle route which uses less main roads which will mitigate most of the points above and also give an avenue to increasing cycling in the city if the demand truly exists.

This will increase the risk of pedestrian/cycle interactions with traffic which will increase the risk of serious incidents.

We wish to have a formal written response on each of the points raised.

Regards

Paul and Catherine Callaghan



Harewood

Item 8

Attachment E

Submissions received on Wheels to Wings Major Cycle Route, February 2021
Heard Submissions (not scheduled)

Submission Number	Feedback	First name	Last name	Group/Organisation
38249	The cycleway proposed from 547 Harewood Road to Kilmuir Lane is dangerous for families and children attending touch rugby at Nunweek Park, and any other on -street parking requirements opposite these address's. Under this plan, the only on -street parking available at this location is on the opposite (north) side of the road, where there is no footpath, no safe place to park, a high volume of traffic, and the requirement to cross the road on a blind corner (opposite Kilmuir Lane) nearby that is very dangerous with no traffic island or safe area to cross. Attached are photos taken outside 551 Harewood Road showing traffic and parking on Tuesdays during Terms 1 and 4 when touch rugby occurs at nearby Nunweek Park. A photo of the available pathway that is used by cyclists and pedestrians currently and The best solution is to continue the shared cycle/pedestrian lane down the footpath heading west from 543 Harewood Road to Kilmuir Lane and beyond along the path past Nunweek Park. Maintain the continued lane and parking areas outside these address's for the 50metre from 447 to Kilmuir Lane. There is no need to alter the course of the cycle lane on and off Harewood Road at both these points. Regards Hamish Clark	Hamish	Clark	

Submissions received on Wheels to Wings Major Cycle Route, February 2021

Heard Submissions (not scheduled)

Submission Number	Feedback	First name	Last name	Group/Organisation
38073	The project is flawed because the concept of having a cycle way on a key arterial Road is misguided. You cannot open a significant retail precinct on Langdons Rd and then proceed to block off two access ways of Harewood Road, thereby funneling all the traffic into Chapel Street, which is already over-utilized from traffic coming out of Mega Mitre ten. This design would also see an increase of traffic volume at the T Section of Langdons- Greers Rd. An argument could be made that more access roads are needed in this area, not less. The roundabout at Highstead Road, while not the best design does it's job and the traffic flows through it, so doesn't need fixing. If traffic lights are installed at the roundabout and Gardiners Road, this will result in traffic piling up behind right turning vehicles turning right into Highstead and Gardiners Roads. These are only some of the drawbacks .	Ron	McTaggart	
38007 (Att)	<p>1. Canterbury District Health Board (CDHB).</p> <p>2. The Ministry of Health requires the submitter to reduce potential health risks by such means as submissions to ensure the public health significance of potential adverse effects are adequately considered during policy and plan developments.</p> <p>Details of submission</p> <p>3. The CDHB welcomes the opportunity to comment on the Wheels to Wings cycleway. The future health of our populations is not just reliant on hospitals, but on a responsive environment where all sectors work collaboratively to impact positive health outcomes.</p> <p>General Comments</p> <p>4. The CDHB commends Christchurch City Council in their development of quality cycling infrastructure over recent years, as it is a significant investment local government is making towards the health and wellbeing of our communities . We particularly support a complete cycle system across the city.</p> <p>5. Transport and urban design have particular influences on the health and wellbeing of New Zealanders. One obvious health outcome is increased safety for all road and footpath users and reduced crash risk. However, the greatest health impact is how the design of streetscapes can encourage or inhibit physical activity. Low physical activity is the 10th leading risk factor for death and disability in New Zealand and contributes to a number of preventable diseases which cause the most deaths per year in the developed world . Every quality cycle way built, contributes to promoting active transport and thus collectively improving health outcomes.</p> <p>Specific comments</p> <p>6. The CDHB recommends that all shared paths meet minimum width guidelines for safety and usability as per CCC's own cycle design guidelines . It is noted that path widths are only 2m on Waimakariri Road, 2.5m near the Harwood/Greers Road intersection and on Harewood Road (sheet 17). These shared paths should be widened to a minimum of 3m where possible to ensure pedestrian safety and reduce the likelihood of conflicts.</p> <p>7. There are a high number of bi-directional cycleways used on the Wheels to Wings cycleway. It is important that clear signage is used on streets containing bidirectional cycleways so that users are aware that cyclists are travelling in both directions thus removing potential conflicts at intersections and when pedestrians are stepping out onto the cycleway (such as access points to public spaces and when disembarking buses). Hagley Park is a good example of this signage.</p> <p>8. An educational campaign should also be used to inform residents about the intricacies of shared pathways, e.g. look both ways when backing across a shared pathway. This is of particular significance given that cycleway intersects a number of schools, parks and aged residential care facilities. This would make a safer environment for all users and would also support the wider cycleway network and become an expectation to be cautious and look both ways when crossing cycleways.</p> <p>9. The CDHB recommends that all paths immediately adjacent to bustops (such as sheet 4 – Harewood Rd outside of Nunweek park) have green surface treatment to alert those getting off buses that they are walking out into bidirectional cycleway and reduce the likelihood of conflicts between cyclists and pedestrians.</p> <p>10. At Harewood School (Sheet 2) we recommend a larger area of patterned surface or a coloured treatment to ensure cyclists reduce speed through this area. Children are unlikely to be looking in both directions for bikes and so there is a high chance of conflicts during peak times. We support the raised safety platform and signalised pedestrian crossing to replace the refuge island and existing school crossing.</p>	Bronwyn	Larsen	Canterbury District Health Board

Submissions received on Wheels to Wings Major Cycle Route, February 2021

Heard Submissions (not scheduled)

	<p>11. Kilmuir Lane (Sheet 5): It is not clear whether Kilmuir Lane will still have vehicle access straight off Harewood Road. If so, the CDHB recommends that the design of this cycle path/ pedestrian path split is reconsidered as it is likely to add confusion for vehicles who are required to cross two bi-directional paths in close proximity. The CDHB also recommends a speed hump or other speed reducing feature to ensure that if Kilmuir Lane is still accessible by vehicles, it must be navigated at low speeds.</p> <p>12. Harewood Road (sheet 9): The CDHB recommends review of the Charity Hospital entrance to ensure there is adequate curb cut downs and distance to allow for emergency and service vehicle access. The specific needs of the Charity Hospital around transporting patients and delivery of equipment and supplies would best be ascertained via a co-design process with them on this particular aspect. The CDHB would expect to see the pathway entrances to the Charity Hospital have a red treatment applied to indicate emergency vehicle crossings. Similar guidelines would apply to Aged Residential Care facility entrances.</p> <p>13. The CDHB recommends that raised safety platforms are installed at side streets such as Leacroft Street, Cotswald Ave and Bishopdale Court to ensure the safety of pedestrians, as it would further reduce vehicle speeds particularly for vehicles turning into these side streets from Harewood Road.</p> <p>14. Sheet 11: The Harewood Road roundabout design appears overly complicated with shared paths through both the middle and around the outside. The CDHB recommends that the design is reviewed to ensure useability and way-finding. The CDHB supports installation of lights as will improve the safety of this roundabout significantly for all road users.</p> <p>15. Sheet 17: The CDHB recommends that the rail crossing on Harewood Road near Restell Street is upgraded to a gated pedestrian crossing as part of this project. It is anticipated that cyclist volumes through this crossing will increase because the cycleway provides a connection at this point through to Northlands Mall. We believe that gating the railway crossing on sheet 17 should be prioritised to reduce risk, particularly for younger cycleway users.</p> <p>Conclusion</p> <p>16. The CDHB does wish to be heard in support of this submission.</p> <p>17. Thank you for the opportunity to submit on the Wheels to Wings cycleway</p>			
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Submission #38007

Canterbury

District Health Board

Te Poari Hauora o Waitaha

Item 8

Attachment E

Submission on Major Cycle Routes Wheels to Wings

To: Christchurch City Council
PO Box 73013, Christchurch 8154

Submitter: Canterbury District Health Board

Attn: Bronwyn Larsen
Community and Public Health
C/- Canterbury District Health Board
PO Box 1475
Christchurch 8140

Proposal: Wheels to Wings – Papanui ki Waiwhetū will provide a connection for local cycling trips in the Harewood, Bishopdale and Papanui suburbs to destinations including schools, shops, businesses and recreational facilities. It will also connect to cycling facilities further afield.

SUBMISSION ON THE WHEELS TO WINGS – PAPANUI KI WAIWHETŪ

Details of submitter

1. Canterbury District Health Board (CDHB).
2. The Ministry of Health requires the submitter to reduce potential health risks by such means as submissions to ensure the public health significance of potential adverse effects are adequately considered during policy and plan developments.

Details of submission

3. The CDHB welcomes the opportunity to comment on the Wheels to Wings cycleway. The future health of our populations is not just reliant on hospitals, but on a responsive environment where all sectors work collaboratively to impact positive health outcomes.

General Comments

4. The CDHB commends Christchurch City Council in their development of quality cycling infrastructure over recent years, as it is a significant investment local government is making towards the health and wellbeing of our communities¹. We particularly support a complete cycle system across the city.
5. Transport and urban design have particular influences on the health and wellbeing of New Zealanders. One obvious health outcome is increased safety for all road and footpath users and reduced crash risk. However, the greatest health impact is how the design of streetscapes can encourage or inhibit physical activity. Low physical activity is the 10th leading risk factor for death and disability in New Zealand and contributes to a number of preventable diseases which cause the most deaths per year in the developed world². Every quality cycle way built, contributes to promoting active transport and thus collectively improving health outcomes.

¹ McGinni s JM, Williams-Russo P, Knickman JR. 2002. The case for more active policy attention to health promotion. *Health Affairs*, 21(2): 78 - 93.

² Institute for Health Metrics and Evaluation. 2018. <http://www.healthdata.org/new-zealand>

Specific comments

6. The CDHB recommends that all shared paths meet minimum width guidelines for safety and usability as per CCC's own cycle design guidelines³. It is noted that path widths are only 2m on Waimakariri Road, 2.5m near the Harwood/Greers Road intersection and on Harewood Road (sheet 17). These shared paths should be widened to a minimum of 3m where possible to ensure pedestrian safety and reduce the likelihood of conflicts.
7. There are a high number of bi-directional cycleways used on the Wheels to Wings cycleway. It is important that clear signage is used on streets containing bidirectional cycleways so that users are aware that cyclists are travelling in both directions thus removing potential conflicts at intersections and when pedestrians are stepping out onto the cycleway (such as access points to public spaces and when disembarking buses). Hagley Park is a good example of this signage.
8. An educational campaign should also be used to inform residents about the intricacies of shared pathways, e.g. look both ways when backing across a shared pathway. This is of particular significance given that cycleway intersects a number of schools, parks and aged residential care facilities. This would make a safer environment for all users and would also support the wider cycleway network and become an expectation to be cautious and look both ways when crossing cycleways.
9. The CDHB recommends that all paths immediately adjacent to bustops (such as sheet 4 – Harewood Rd outside of Nunweek park) have green surface treatment to alert those getting off buses that they are walking out into bidirectional cycleway and reduce the likelihood of conflicts between cyclists and pedestrians.
10. At Harewood School (Sheet 2) we recommend a larger area of patterned surface or a coloured treatment to ensure cyclists reduce speed through this area. Children are unlikely to be looking in both directions for bikes and so there is a high chance of

³ <https://www.nzta.govt.nz/assets/Walking-Cycling-and-Public-Transport/docs/cycling-network-guidance/Major-Cycleway-Design-Guide-Best-Practice-Guide-Chch-City-Council.pdf>

- conflicts during peak times. We support the raised safety platform and signalised pedestrian crossing to replace the refuge island and existing school crossing.
11. Kilmuir Lane (Sheet 5): It is not clear whether Kilmuir Lane will still have vehicle access straight off Harewood Road. If so, the CDHB recommends that the design of this cycle path/ pedestrian path split is reconsidered as it is likely to add confusion for vehicles who are required to cross two bi-directional paths in close proximity. The CDHB also recommends a speed hump or other speed reducing feature to ensure that if Kilmuir Lane is still accessible by vehicles, it must be navigated at low speeds.
12. Harewood Road (sheet 9): The CDHB recommends review of the Charity Hospital entrance to ensure there is adequate curb cut downs and distance to allow for emergency and service vehicle access. The specific needs of the Charity Hospital around transporting patients and delivery of equipment and supplies would best be ascertained via a co-design process with them on this particular aspect. The CDHB would expect to see the pathway entrances to the Charity Hospital have a red treatment applied to indicate emergency vehicle crossings. Similar guidelines would apply to Aged Residential Care facility entrances.
13. The CDHB recommends that raised safety platforms are installed at side streets such as Leacroft Street, Cotswald Ave and Bishopdale Court to ensure the safety of pedestrians, as it would further reduce vehicle speeds particularly for vehicles turning into these side streets from Harewood Road.
14. Sheet 11: The Harewood Road roundabout design appears overly complicated with shared paths through both the middle and around the outside. The CDHB recommends that the design is reviewed to ensure useability and way-finding. The CDHB supports installation of lights as will improve the safety of this roundabout significantly for all road users.
15. Sheet 17: The CDHB recommends that the rail crossing on Harewood Road near Restell Street is upgraded to a gated pedestrian crossing as part of this project. It is anticipated that cyclist volumes through this crossing will increase because the cycleway provides a connection at this point through to Northlands Mall. We believe that gating the railway crossing on sheet 17 should be prioritised to reduce risk, particularly for younger cycleway users.

Submission #38007

Conclusion

16. The CDHB does wish to be heard in support of this submission.

17. Thank you for the opportunity to submit on the Wheels to Wings cycleway

Person making the submission



Dr Anna Stevenson
Public Health Physician

Date: 21 February 2021

Contact details

Bronwyn Larsen
For and on behalf of
Community and Public Health
C/- Canterbury District Health Board
PO Box 1475
Christchurch 8140



Submissions received on Wheels to Wings Major Cycle Route, February 2021

Heard Submissions (not scheduled)

Submission Number	Feedback	First name	Last name	Group/Organisation
37792	<p>I oppose the proposal, catering for a vocal minority such as the cyclist lobby is a inappropriate use of public funds.</p> <p>Cycle ways that have been implemented in Christchurch in recent years result in over complex and confusing roading arrangements. I site the top end of Colombo street where the designers have gone overboard creating a urban mess of lanes and street furniture.</p> <p>Furthermore, cycling is not an inclusive and all weather solution to transportation as an alternative to the motor car, it discriminates against those unable to use a bicycle or those who do not wish to travel exposed to</p> <p>The elements. More Money should be spend on all Weather and inclusive solutions such as improved public transport (bus, tram and rail). I also Object to mature trees being removed from the bishopdale roundabout, degrading the character of the suburb and all</p> <p>Due to a an excessive assessment that they pose a risk to pedestrians. I suggest encouraging cyclist</p> <p>Onto busy main road rather than quieter back streets will create a far greater risk</p> <p>To pedestrian and road user injury.</p> <p>Please withdraw this proposal and rethink harewood Road as being suitable for a cyclist route. I intend to be active in the opposition to</p> <p>This ridiculous proposal.</p>	Stephen	Calvert	
37724	<p>I believe that the cycle way that is proposed is not safe enough for families to utilise. There is real opportunity to put in place a cycleway that has a barrier in order to protect those on bicycles from cars that don't look and see the cyclist at intersections. I propose that the cycleway is introduced in the middle of the road, where the trees are, in order to maximise the space. At large intersections, such as gardiners and harewood road, there would be lights that would enable cyclists to cross safely across the traffic and for the traffic to be stopped in order for them cross. The road could still be adjusted, but this would impact the cyclists less as they are not at risk from cars turning into driveways or car parks of businesses. Many people who would choose to cycle would not because of the risks that cars bring. By removing cars and placing a barrier, the cyclists are safe from traffic and accidents.</p> <p>There is also possibility to therefore keep the existing parking that is on the sides of the roads, which businesses rely. Copenhagen bakery has very few car parks and business sales will be dramatically different if this proposal is gone ahead with and car parking reduced.</p>	Ashleigh	Wright	
37626	<p>As a Council you have obviously not done due diligence regarding this design as the volume of traffic along this road most certainly demands the 4 car highway. In forcing this proposal on us you are going to put so many businesses in strife plus our many rest homes and of course all the existing residents. This is not in our best interests. Also would like to remind you all that when cycleways were introduced it was stated that it would not impede residents. So once again the Council totally ignores the consequences of this extremely over-priced major debacle to go ahead. Has one of your team stood at the corner of Harewood Road and Papanui Road probably not? I am very sad to realise that we are now live in a "dictatorial city". Why are you not using Sawyers Arms Road or another road as I am sure if you are so keen on the cyclists this plan would mean they are riding on a road with any cars and breathing in the fumes?</p>	Karalee	Samuels	
37545	<p>I am appalled at the design of this proposal. Firstly, who has thought about the local businesses? Copenhagen - I am a frequent customer and find it difficult to get parking now! What a fight it will be when there are only 5 or 7 street parks. I thought the country was supporting our local businesses, not driving them away! Shame on you CCC. My Aunty lives in Harewood road. She lives down a long narrow drive. She cannot have tradesmen taking their trucks up the drive, as ther is no turn around and not enough width 9 she is on a shared driveway and has tradesmen often. They need to park on the road. She has no other option. Harewood road is a main thoroughfare. We should be increasing the traffic flow - not restricting it to one lane. And have you (CCC) counted the cyclists on Harewood Road at peak hour! I have!!! The only thing broken on Harewood road, is the Breens Rd/Harewood Rd intersection. Why don't you spend our money on upgrading, not fantasising - Ashamed with our local council for splashing out Willy billy on unnecessary things.</p>	Sandra	Brown	
37506/42112	<p>Hi Guys,</p> <p>I cycle to work along Harewood road everyday and this would be, a very poor idea, and here are a few reasons why;</p>	Peter	Robinson	

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	<p>1. Wilmot street cut off so traffic from Langdons road - so now I can't drive to Harris Crescent without either turning back on myself on Sails, (even more dangerous but i'll do it if you force me) or going to the even more congested gardeners Road left turn.....</p> <p>2. Turning two lanes into one, guys are you serious??? I can't even begin to tell how daft this is. Good luck getting an emergency vehicle through there during rush hour, even less fun for the people stuck in traffic.</p> <p>3. I manage to go around the bishopdale roundabout without a problem, you don't need to change this!!!</p> <p>4. We don't need yet more lights on Breens/ Harewood crossroads.</p> <p>5. As a cyclist two way cycle lanes are a joke, are you serious? Just paint the near side of the road green on each side and leave the concrete & cycle lights off and it will be fine, and it's way cheaper than all that concrete.</p> <p>6. Judging by the mess you've made of the city you now want to make the suburbs a horror show as well, please just stop. I lost count of the number of times I've had to ride/drive over your poorly placed concrete kerbs in CHCH town and gone through red lights accidentally (because they were apparently for cars not bikes...)</p> <p>VERY DANGEROUS.</p> <p>7. I dread to see the ratepayers bill for this mess.....</p> <p>If you need assistance let me know.</p> <p>42112 - Second Engagement Feedback Not much has changed, it's too expensive. Please don't build this, my family is really struggling to pay the high rates as it is.</p>			
37472	<p>I OPPOSE the reduction of road lanes on Harewood Road to one lane.</p> <p>I OPPOSE the cycle ways on Harewood Road due to compromised residential homes and businesses e.g. Harewood Medical Centre, Copenhagen Bakery, the charity hospital.</p>	Debora	Mora	
37388	<p>Wheels to Wings</p> <p>1. Opposed to the proposed changes, who is going to ride a bike to catch a plane, what do you do with your luggage & where do you park your bike, who would do it in the winter. It just doesn't seem practical and has there been an analysis done to see if the cycleway reduces traffic.</p> <p>2. We live at [REDACTED] Harewood Rd, and observe the traffic frequently, and by installing lights & reducing the lanes, will only make the traffic ore congested, especially at peak times, & has anyone looked at population growth in the north west city area. It is a real concern, reducing the on street parking spaces, as the affect this will have on the elderly population. There will also be a huge affect on businesses located in the area, and what about service vehicles</p>	Ian Bowan & Helen Spillane		
37366	<p>On Harewood Road the traffic flows and it is in large part due to its dual lanes. Harewood Road is currently wide enough for cyclists. Putting in a cycle lane would come at great expense of parking and is unnecessary and costly. This is particularly true for the many elderly who are living in the area. It is also environmentally damaging as the additional drive times caused by an now slowed traffic flow results in an increased drive times and of carbon emissions. Other than the Breens road intersection, no other traffic lights are needed. Additional traffic lights would severely impeded the flow of traffic. Having a city center number of traffic lights in a semi-rural suburb, what a joke.</p>	James	Woodlock	
37323/42486	<p>I think we need to keep both lanes and the money could be much better spent on repairing roads damaged from the earthquake. It is also confusing and hard to navigate.</p> <p>42486 Second Engagement Feedback I do not support the cycleway and the costs involved</p>	Evelyn	Slape	
37275	<p>The set of lights at the Harewood road and Woolridge road intersection are unnecessary and the amount of lights planned for Harewood road are going to slow the flow of traffic. Having pedestrian lights at Harewood primary school and near Nunweek boulevard will break up traffic making it easier for cars to turn right out of Woolridge road. Also the lights at the Breens, Gardeners and Harewood road intersection should decrease the amount of right turning traffic out of Woolridge road giving them the opportunity to use the traffic lights there. I live at [REDACTED] I currently have no issues turning out of my driveway and feel lights at the Woolridge road intersection will make it difficult to turn out of my driveway and more dangerous to turn into or out of my driveway.</p> <p>The pedestrian crossing out side of [REDACTED] Harewood road will be barely used as there is no footpath on the north side of the road apart from the proposed 10m foot path between [REDACTED] and [REDACTED] driveways. I do not understand the point of putting in a 10m footpath.</p>	Lauren	Jones	

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	The plans show no road side parking between from 598 Harewood road to 588 because of a proposed cycle lane, however the cycle lane on the opposite side of the road is a two way cycle lane making the short cycle lane on the northside of the road unnecessery.			
Submission Number	Feedback	First name	Last name	Group/Organisation
37098	Please don't close any Lanes on Harewood Road as this would be extremely inconvenient and make it busy and dangerous. The amount of cycle traffic would be no where near needing dedicated cycle ways. Also this is an expense that the council really doesn't need (speaking as a council worker who is being constantly made aware of the council s financial situation and instructed to pare back according - even having tea and coffee removed from staff room). Spending millions on a cycleway seems to be something the council shouldn't do in its current financial situation.	Helen	Jackson	
36892	Plans are take over the needs of Buses,Car Parks,Footpaths,Rubish Bins Days,Walking,etc... is need and Malls,Schools need the money more than Cycle lanes and Bus lanes this is not safe options, it is make People Angry not came back to the City as we have not change the bus Service to be Better with all buses going to the city from North to South and Some People uses Taxi,Walking,Buses,etc not Cycling and we are been bully for the Bus and Bike lanes and We can't plan our own way to uses the Road,Street,Cres,etc.. We have No Freedom for Churches,CCC Libraries,etc... of waste of money need for like Bishopdale Village Mall upgrade,Bus Meters,traffic Lights,better Crossings,Better Bus Service and Timetables,Fixing the Roads,etc.. Reboot of Canterbury region with free Bus service and Pay Bus Service and Free Event transport is need for Japan Day where it comes back,Late Night buses and buses for the one who have night School,etc to came home Safe from the City,Papanui,RSA,Harewood,Hornby,etc.	Craig	Gordon	
36845	I strongly support the introduction of this cycleway and view as an excellent initiative to encourage people to cycle to the airport (where cycle lanes are already in place). However, it would be even better if cycle lanes were installed along the whole length of Memorial Avenue, as Memorial Avenue joins onto the cycle lanes at the airport. Is there any intention to undertake this change?	Neil	Thomas	
36588	Not enough cyclists to justify the spend and to sacrifice making an already congested road more congested by removing lanes and reducing speed. Look at strickland street as an example of a complete waste of money for the odd cyclist, a logistical nightmare for rubbish collections and heavily reduced parking	Cameron	Doublet	
36439	This is a TERRIBLE IDEA!! Do not do this!!	Bruce	Menzies	
42066	I am in favour of these well considered changes and am impressed by the robust process to implement these. My personal preference is for separated bike lanes on either side of the street. For the Harewood Road section East of Greers Rd this would be my preference as it gives best cycle safety. However I can see the reasoning to widen the existing lane.	Robert	Cole	
41873	The changes made dont go far enough and show the design team and council staff fail to understand the effects of the intended route. It shows those involved dont understand things from a cyclists perspective. There is alternate routes and lower impact designs that can be done to achieve better results and bring useful infrastructure to the city.	Dominic	McKeown	
37805/42202	My issue with the cycle lane is two-fold. First: the intention to reduce Harewood Road, west of Greers Road, from four lanes to two. Secondly, the intention at Bishopdale roundabout to have cycle crossings across traffic in five, yes FIVE places. The current footpath west of Greers holds few pedestrians. And there is a 1.5m grass berm - little used. Yet these will be retained while a four metre, and (west of the roundabout, combined 4.4metre) cycle lane is added. At the expense of two lanes of traffic. This is unnecessary. A 2m lane is sufficient - one metre in each direction. Planners, who I suspect have a utopian vision of endless cyclists, might desire an endless stream. But I am certain that even in ten years the cycle numbers will struggle to exceed 60 an hour in each direction. After all, who would cycle to the airport to catch a flight? And beyond - the distances will always result in 99% using a vehicle. Just because cycling is currently seen a desirable does not mean there should be a 'war on cars'! All of which means: a cycle lane can be much narrower and less intrusive. Which leads to the issue of lanes. Four can be retained. A reduction to two is both unnecessary and would create considerable congestion, (resulting, by the way, in higher carbon emissions.) The plan to have FIVE cycle crossings near Bishopdale roundabout is problematic. Each means one cyclist, by triggering the light, can proceed to stop potentially sixty, seventy, eighty car occupants. (Why one person should be able to inconvenience maybe eighty others I don't understand!) Dozens of delayed cars, buses and trucks will back up. Result: the present situation where vehicles efficiently negotiate the roudabout, usually without stopping, will be replaced by congestion, frustration, the	Peter	Fletcher	

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	<p>potential for accidents and difficulty for folks like me who live near the roundabout. Not to mention more carbon emissions. My suggestion: a 2 metre wide cycle lane should remain on one side of the road, bypassing the roundabout. One crossing, presumably on Highsted, would suffice.</p> <p>Addenda: I understand the lane across the roundabout will 'require' removal of huge and stately gum trees, 'in case falling limbs hit cyclists' . If true, this is truly ludicrous decision-making!</p> <p>42202 Second Engagement Feedback</p> <p>I see little change to remediate the obvious flaws in the entire plan.</p> <p>The fundamental absurdities remain (and these are just some):</p> <p>1. It makes no sense to reduce a road that carries a lot of traffic (safely) from four lanes to two.</p> <p>2. Traffic lights on a roundabout are unnecessary, confusing and potentially disastrous. Drivers behave a certain way when encountering traffic lights, and another way with roundabouts. One require prescribed stopping/going with no driver discretion; the other giving way and judging the need to do with absolute discretion. Mixing the two will lead to confusion, delays and probable incidents/accidents.</p> <p>3. Constructing a 2 metre + wide cycleway, when (West of Greers) cycle traffic flow is a measly 100 in 24 hours is the epitome of overkill. In the dubious case of a cycleway being 'required' (see below), 1 metre width is absolutely sufficient.</p> <p>4. Studies suggest a cycle flow of 100/24 hours, west of Greers. This, of course, is barely 4/hour, or ONE cyclist every 15 minutes (in daytime, maybe two?) Compare this to cars/buses etc: conservatively 500/hour, carrying perhaps 1200 people; 28,000 in 24 hours? (280, maybe more, for every cyclist?) They will be massively inconvenienced for a tiny sub-group, truly the tail wagging the dog. To insist on this suggests a massive bias and ideological stubbornness in the CCC's planners. Incidentally, the argument "build it and they will come" is deeply flawed; it is a cognitive bias driven by wishful thinking...</p> <p>5. If the council is hell-bent on 'driving this through' (ideological stubbornness?), a 1m-wide track is more than sufficient. This can be built over current berms/footpaths. Parking would not be reduced, footpaths are little-utilised by pedestrians, and most significantly, an efficient FOUR-laned road will not be 'enfeebled' to a two-laned one. Should it need to 'cross the road', a pedestrian crossing (or 2) would work, and traffic flow not ruined.</p> <p>6. On a personal level, I am resident on Harewood Road. I regularly reverse a trailer into my driveway, grateful that oncoming vehicles can move around me on a second lane while I do so. One lane means far fewer gaps in traffic, little opportunity to manoeuvre, more driver anger and a hugely greater potential for accidents.</p>			
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